

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXIII. No. 8.

CHICAGO, ILL., OCTOBER 25, 1909.

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McIntyre-French Co., grain commission.
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Quinn-Shepherdson Co., grain commission.
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Smith & Co., J. W., grain, hay, feed.
Walton, Sam'l, grain and hay.

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Heenan & Co., David, grain commission.
Kolp, E. R. & D. C., grain and seed dealers.
Norris Grain Company, commission, recvrs., shprs.
Probst & Sons, Herman F., grain com. merchants.
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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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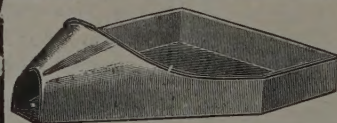
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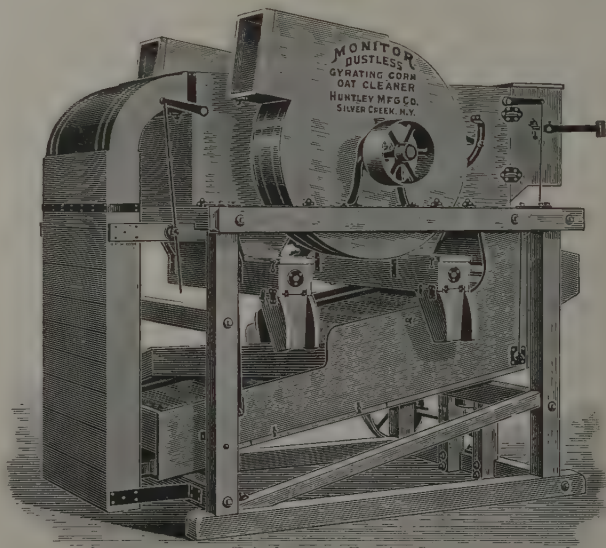
Yours very truly,

E. L. WILLIAMS,

Lester Prairie, Minn.

Results that count obtained by advertising in the Grain Dealers Journal.

The MONITOR Gyrating Corn and Oats Cleaner



**IS
ADAPTED**

for cleaning corn from cob, shelled corn, oats, barley, wheat, etc.

**IF
YOU
WANT**

a gyrating cleaner why not order a machine that combines the best features found in all other separators of this type, and in addition, improvements found only in the MONITOR—improvements that insure closer and better results. Investigate our claims.

Built in 8 Sizes—Capacity 300 to 3,000 Bu. per Hour

HUNTLEY MANUFACTURING CO., Silver Creek, N. Y.

Do Not Wait

until your elevator is full of hot or damp grain before ordering a

HESS IDEAL DRIER

which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

Write to-day.

HESS WARMING & VENTILATING CO.

907 Tacoma Bldg., Chicago, Ill.

Ask us about the Hess U. S. Moisture Tester

SOLID WOVEN SEAMLESS RUBBER BELTING

That cannot separate in the plies or split in the seams.

When you are in need of a leg or conveyor belting you should investigate

"R. F. & C." BELTING

(Rubber) (Filled) (Covered)
TRADE MARK Registered U. S. Pat. Office

and "R. F." BELTING

(Rubber) (Filled)
TRADE MARK Registered U. S. Pat. Office

This belting is a solid woven cotton fabric, rubber-filled and covered, built up in looms on scientific principles, whereby a maximum of strength and minimum of stretch is obtained and is in every feature superior to old style cemented ply rubber belting as well as cotton or canvas belting. It is not affected by atmospheric conditions—it has greater pliability, resulting in better pulley contact and more power than any other belt.

"R. F." and "R. F. C." Solid Woven Belting is now in use in a large percentage of Elevators in the United States and Canada, is recognized by progressive Elevator builders and operators as the most economical and satisfactory belt to be had for leg or conveyor work.

If interested and you want the best, write us for particulars and samples.

Every user of this belt is a booster for it.

W. H. Salisbury & Co., (Inc.)

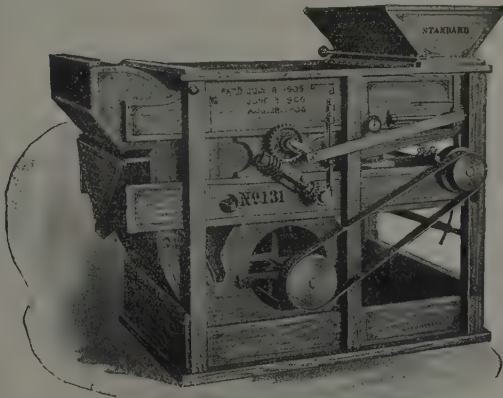
Established 1855

166-168 Wabash Avenue

CHICAGO

IN the July 25th issue we called your attention to the Blast Regulator of the Standard Cleaner.

Now our traveling brushes each screen has a set of brushes of its own, any one of which may be used, or removed at the operators pleasure. Any desired pressure against the screens may be obtained by simply adjusting the regulating lever at the back of the machine, it not being necessary to stop the machine. Our brushes travel lengthways of the screens, doing better work, and without injuring the meshes of the screens as would be the case in brushes traveling crossways. They insure full working capacity by keeping the screens clean.



There are other unexcelled points about this machine which we will tell you about if you will write us. For any kind of a cleaning machine write the

International Mfg. Co.

CRESTLINE

OHIO

CHAS. A. TAPPAN

OKLAHOMA CITY

Designing and Constructing Engineer
Superintendent and General Contractor

Complete plants erected.

ALFALFA MILLS

Grain Elevators

Machinery and equipment furnished and installed.

Let me figure with you. A personal interview would be better. Probable result: money for both of us. You want largest return on smallest possible investment. Let me show you how to do it.

KAUCHER HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Bldg., Memph's, Tenn.

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ALFALFA

FEED MIXING PLANTS.

ASK FOR CATALOG AND PRICES ON MIXERS.

REFER TO US FOR
PLANS AND SPECIFICATIONS.

CONCRETE CONSTRUCTION.

GRAIN ELEVATOR BUILDERS

B. J. CARRIGO

Designer and Builder of
Flour Mills and Grain Elevators
Hoxie Bldg., FORT WORTH, TEX.

I BUILD TO PLEASE
Grain Elevators and Warehouses

Plans and Specifications furnished
on application.
G. F. McCURLEY, Wichita, Kans.

Oliver Construction Co.

Designers and Builders of
GRAIN ELEVATORS
Homer, - - - Illinois

J. A. HORN

DESIGNER AND BUILDER
Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

L. T. STROMSWOLD & CO.
ELEVATOR CONTRACTORS

We design and build grain elevators through-
out the Northwest.
Write us for Plans and Specifications.
MINOT, : NORTH DAKOTA

CHAS. E. NEWELL

Contractor
Designer and Builder
Flouring Mills and Elevators
a Specialty

Motto—Not how cheap, but how good.

315 S. First St., Cedar Rapids, Iowa
Branch Office: Walker, Iowa

C. O. KELTY J. L. WEYHING

KELTY & WEYHING
Engineers and Erectors
ELEVATORS, MILLS

11 N. Harrah Street
Phone 2826 OKLAHOMA CITY, OKLA

**We Build**

the most economical, the
most satisfactory

**Concrete
Storage Elevator**

in this country. Get our
figures and more informa-
tion.

Finton Grain Elevator
Construction Company
Appleton, Wis.

**M. J. Travis & Co.**

Builders of Grain
Elevators in Wood and
Reinforced Concrete
KANSAS CITY, MO.

G. H. Birchard
CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

**THE MINNEAPOLIS STEEL AND
MACHINERY CO.**

Builds the best fire-proof construction
elevator because:

It costs less.
Can be built quicker and at all seasons of
the year.

It keeps the grain absolutely free from
moisture.

There is no danger of cracked walls or
from settling foundations.

In case it is desired to move the elevator
there is at least 60% salvage.

MINNEAPOLIS, MINN.

W. H. CRAMER

Designer and Builder ST. PAUL, NEB.

When thinking of building or remodeling your
elevator don't overlook the fact that I build
and remodel GRAIN ELEVATORS that give
entire satisfaction. Scales and Gasoline En-
gines repaired.

FRED FRIEDLINE & CO.

Elevator Engineers

253-261 La Salle St.,

Plans and Specifications CHICAGO
Machinery and Contracting.

V. E. FORREST CO.
ELEVATOR BUILDERS

TYNDALL, SO. DAKOTA

Successors to C. M. Forrest & Co.

Write to the
Cramer
Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon
modern grain elevators. Over
200 of our houses in operation.

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

R. M. VAN NESS, Fairbury, Neb.

Advertising

Must first attract, then interest,
and finally convince. Keep
advertising and the country
shipper will give you the
preference.

A. E. HONSTAIN, PRES.

I. S. HONSTAIN, TREAS.

D. F. HOAG, Sec'y

**HONSTAIN BROS. CO.**

(INCORPORATED)

Contractors and Builders of
Grain Elevators, Flour Mills, Warehouses, Etc.
Plans and Specifications Furnished
Repairing Done

306 Corn Exchange.

Minneapolis, Minn.

GRAIN ELEVATOR BUILDERS

Better have
YOUNGLOVE
build your
ELEVATOR

than to wish you had.

Younglove Construction Co.

219 Grain Exchange

SIoux CITY, IOWA

**Grain Elevators
Storage Tanks
Ware Houses**
in
**Wood or
FIREPROOF
Materials**

Plans, Specifications,
Estimates



We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

L. O. HICKOK & SON
Engineers & Contractors

320 Flour Exchange

MINNEAPOLIS, MINN.

WE BUILD FIRST-CLASS ELEVATORS

HERE ARE SOME OF OUR 1909 CUSTOMERS:

Wallington Bros.	Ashland, Kansas.	2
Ellsworth Mill & Elevator Co.	Ellsworth, Kansas.	1
Bushon Grain & Supply Co.	Bushon, Kansas.	1
Lindsborg Mill & Elevator Co.	Lindsborg, Kansas.	1
Aurora Mills.	Junction City, Kansas.	1
Wichita Mill & Elevator Co.	Wichita Falls, Texas.	1
Texas-Oklahoma Grain Co.	Vernon, Texas.	1
Early Grain & Elevator Co.	Amarillo, Texas.	3
William Moore Lumber Co.	Exbert, Wyoming.	1
W. T. Shute Grain Co.	Wichita, Kansas.	1
Dillwyn Grain & Supply Co.	Dillwyn, Kansas.	1
Cole & Willis.	Snyder, Oklahoma.	1
Nickerson & Co.	Hinton, Oklahoma.	1
Jones & Borah.	Grinnell, Kansas.	1

We make plans for all the good Elevators in the Southwest.
If interested, write us.

The P. H. Pelkey Construction Co., Wichita, Kansas

GRAIN ELEVATORS

Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount
of work with a small amount of power.

WANT ONE?

Then write

T. E. IBBERSON

DESIGNER AND BUILDER

MINNEAPOLIS, MINNESOTA.

OLSON BROTHERS & CO.

ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Humboldt 2373

2418-22 Bloomingdale Ave.

CHICAGO, ILL.

Steel Grain Tanks

We are pioneers in this line and are building tanks in
the good old fashioned way. Joints caulked, and
guaranteed water, weather and bug proof. Long ex-
perience has demonstrated the necessity of high grade
workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East
Chicago, Ind.

W. N. CLAUS CO.

Contractors and Builders of

Grain Elevators and Flour Mills

The three main things to be considered when building
an elevator are: Prompt service, first-class job in every
respect, and at prices that are right. You take no chances
when dealing with us, as we guarantee our work.

Motto: Once a customer, always a customer.

Plans, specifications and estimates furnished.

401 Commercial Block, Mason City, Iowa

SITUATION WANTED

As manager of country grain
elevator by responsible man
of experience.

See "Situations Wanted" columns of

GRAIN DEALERS JOURNAL, CHICAGO

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads
in the "Elevators Wanted" columns of the **GRAIN DEALERS JOURNAL**.

GRAIN ELEVATOR BUILDERS

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

John S. Metcalf Co.

ELEVATOR BUILDERS
623 THE TEMPLE

Plans and Specifications
a Specialty.

CHICAGO

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

RELIANCE CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF

GRAIN ELEVATORS

625 Board of Trade

Indianapolis, Ind.

MONARCH ENGINEERING CO.

Engineers and Contractors

Specialists in Design and Construction of
Fire Proof Grain Elevators

Chamber of Commerce

Buffalo, N. Y.

BURRELL
Engineering & Construction Co.


Designers and Builders of
Modern Grain Elevators

Concrete or Wood

Transmission Experts

1140 Stock Exchange

CHICAGO, ILL.

THE LARGEST Brick Elevator

in the
WORLD

DESIGNED and BUILT
by

G. T.
HONSTAIN

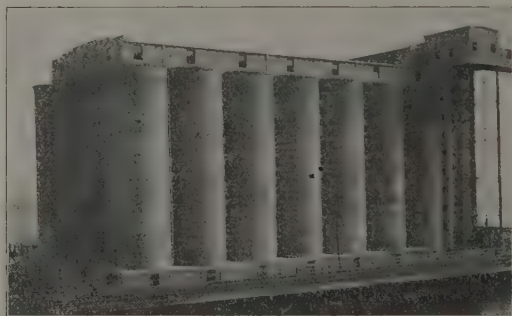
MINNEAPOLIS,
MINN.



JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



1,000,000 bushel Fire Proof Concrete Storage Elevator
for the Northern Central Railway Co.,
Canton-Baltimore, Md.

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg. St. Louis, Mo., Bank of Commerce Bldg.
Pittsburg, Pa., Westinghouse Bldg. New Orleans, La., Hibernia Bank Bldg.
San Francisco Cal., 709 Mission St. Denver, Colo., 1st Natl. Bank Bldg.
Canadian Stewart Co. Ltd., Montreal, Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada.



Canadian Pacific Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at
Fort William, Ontario.

The Barnett & Record Company

General Contractors

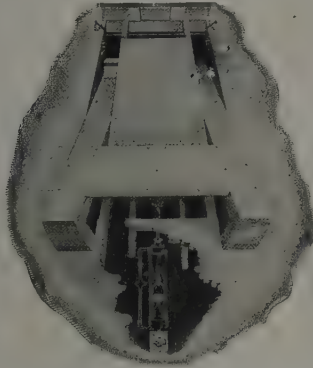
Minneapolis, Minn.

The Ellis Drier Co.

- ☐ Our machines for terminal points are unexcelled for their design and efficiency. We will gladly furnish estimates and drawings. Capacities up to 100,000 bushels in 24 hours
- ☐ We make a specialty of driers and conditioners for the small elevator.
- ☐ The machines embody the well known Ellis Patents.
- ☐ They are compact and may be placed in the elevator requiring very little floor space.
- ☐ They use nothing but Cold Air and therefore do not affect the insurance rate.
- ☐ They are absolutely the fastest working machines on the market.
- ☐ The cost is low and well within the reach of every small elevator or mill in the country.

Postal Telegraph Bldg.
Chicago

NO JAR OR JOLT When You Have a Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study out carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

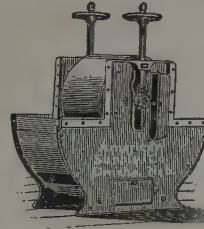
The book contains 240 pages, size 10½x15¼ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST. CHICAGO, ILL.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

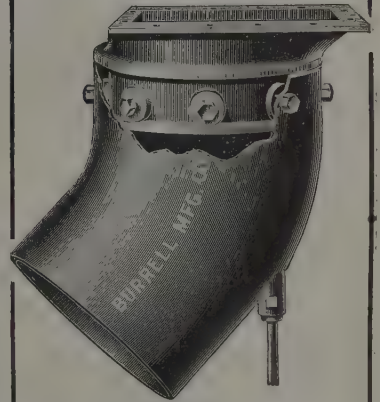
Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 -	\$19.50
9x5 - -	15.00	12x6 or 7 -	22.50
10x5 1-2 -	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

THE BURRELL ANTI-FRICTION TURN HEAD



SAVES EVERYTHING

For complete Elevator Equipments write

BURRELL MFG. CO.

450-52 So. Jefferson St. CHICAGO, ILL.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator Post Office.....

..... bus. State.....

Our Friction Clutch Pulley NONE BETTER



We Manufacture Full Line

**ELEVATING, CONVEYING and
TRANSMISSION MACHINERY.**

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINNESOTA

Long Fibre Transmission Rope

Blue Thread
Brand

Once Tried Always Used

**Elevating
Conveying
Transmission
Machinery
and Supplies**

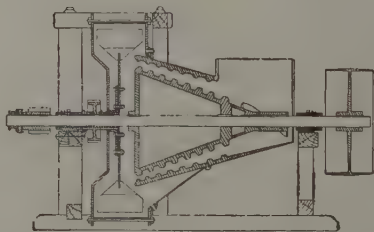
Write for Prices.

**Power
Appliance
Mfg. Co.**

Minneapolis, Minn.



The Improved U. S. Corn Sheller is Now Ready



Second Patent, August 31, '09.

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

B. S. CONSTANT CO.
Bloomington, Ill.

Mt. Pelee Hocking—

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

OHIO & MICHIGAN COAL CO.

Miners and Shippers

Anthracite and Bituminous Coal

Main Office: DETROIT, MICH.

Live Stock Consignors

Our pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter. To get personal attention

Consign Your LIVE STOCK to

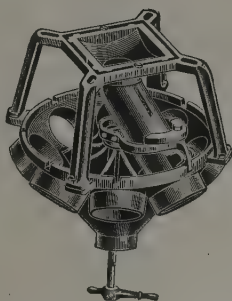
Benedict, Murray & McDowell

U. S. Yards, CHICAGO

HERE IS WHERE YOU SILENTLY LOSE OUT.

YOU cannot distribute grain, fill all your bins, completely full, and operate it entirely from the lower floor, without mixing grain. It is an utter impossibility.

If you would take the time to compute and calculate this loss of grain, you will find, if you are doing very much business, that you could buy a



HALL SIGNALING DISTRIBUTOR

about every month, some times every day, with the money so lost.

Ask any of your neighbors, who use a Hall in any state.

We will send it to you free, and let you demonstrate this yourself. Then pay for it after you have proved it, and end forever this increasing drain.

We send a list of users compiled to recent date.

Booklet B.

~~HALL SPECIAL~~ YOU CAN'T REDUCE YOUR ELEVATOR WORKING FORCE OR THEIR WAGES

BUT you can decrease the cost of handling the grain, and that enables your present force to increase the daily output of your elevator.

HALL SPECIAL

Elevator Leg gets into your bins, or out of them more grain per hour with less attention, than any other leg in existence of the same size. Costs less to operate or maintain, and less to construct.

You can understand this by reading Circular F.

HALL DISTRIBUTOR COMPANY,

222 Ramge Bldg., Omaha, Nebr.

"EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

SOLE MANUFACTURERS

THE S. HOWES CO.

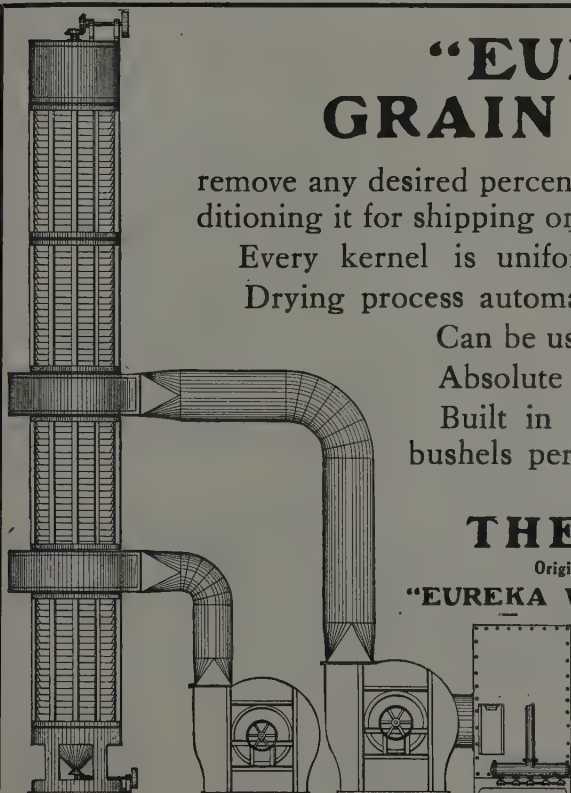
Originators of the Highest Grade of Grain Cleaning Machinery.

"EUREKA WORKS:"

SILVER CREEK, N. Y.

REPRESENTATIVES:

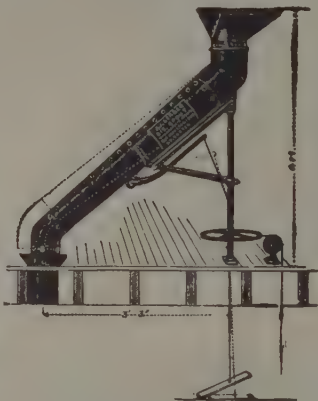
E. A. PYNCH, 412 S. 3rd ST.,	MINNEAPOLIS, MINN.
J. Q. SMYTHE, 1513 FLETCHER AVE.,	INDIANAPOLIS, IND.
E. R. WATSON, 223 E. KENTUCKY ST.,	LOUISVILLE, KY.
WM. WATSON, GREEN'S HOTEL,	PHILADELPHIA, PA.



GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER,

MINNEAPOLIS, MINN.

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

Grain Shipping Ledger FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Amt of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

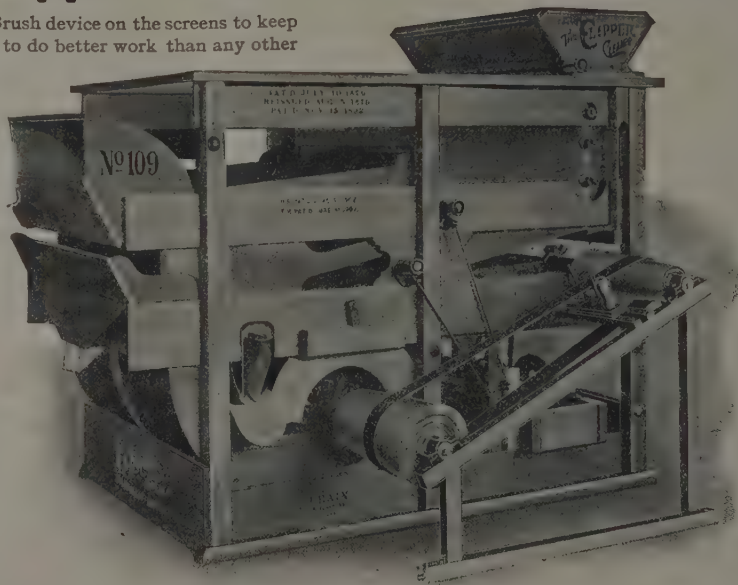
GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for itself:

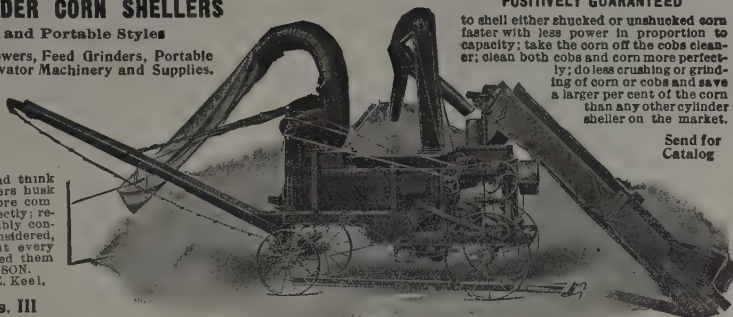
Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.



POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog

Buffalo Grain Tester

With Buffalo Filler



BUFFALO

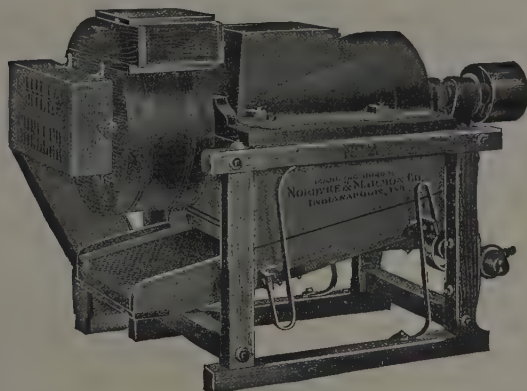
BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

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is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 6.

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GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago, Ill.



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

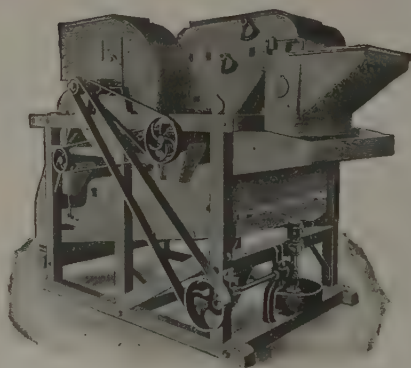
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NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.



The Ohio Grain Cleaner

For all Kinds of Grain, Wheat,
Oats, Corn and Cobs

Perfectly built, gives universal satisfaction. We are so confident that this machine will suit your requirements that we are willing to ship any size machine on trial. Never have had a complaint. We make this machine so that you can clean either kind of grain without changing screens; has double motion spreading the grain evenly over the screens.

A copy of letter received which shows that our cleaners and shellers give satisfaction. We have many such letters.

MUNGER & STRAWMAN
GRAIN AND SEEDS

*The Philip Smith Manufacturing Co.,
Sidney, O.*

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Gentlemen: Enclosed find check to pay our account for sheller and cleaner and would say they are working fine; could not be better.

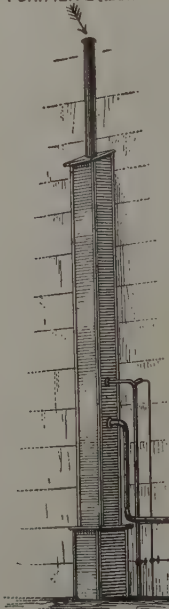
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Shellers, Drags, Manlifts, Dumps; Everything for an Up-to-Date Elevator

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Grain Purifier and Bleacher

PURIFIER STACK



This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

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Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No. Initials, To Whom Sold, Destination, Grain, Grade Sold, Tare Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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Farmers now can ship all their grain to market. They do not have to hold any back for feeding purposes, because after careful study, we have compounded from Corn, Barley, Wheat and Oat Products a perfect balanced feed that is a true substitute for Oats. It is better than Oats.

This is truly a boon to elevator men if they will only grasp the opportunity. This product is called

SCHUMACHER FEED—For CATTLE, HORSES and HOGS

Analysis: Protein, 10 to 11%; Carbohydrates, 62%; Fat, 4%; Fiber, 10%.

Agricultural Experiment Stations have demonstrated by actual tests that a finely ground feed has from 15 to 25 per cent greater digestibility than the best whole grain.

Here is an easy selling compound because it is a handsome, smooth, heavy, splendid looking feed, equal to the best oats obtainable. It is kiln-dried and absolutely safe for feeding purposes.

You can buy the Farmer's Grain and in turn sell Schumacher Feed for less money and he will get more satisfactory feeding results.

Send for free samples and prices.

The Quaker Oats Company FEED DEPT. **Chicago, Ill.**



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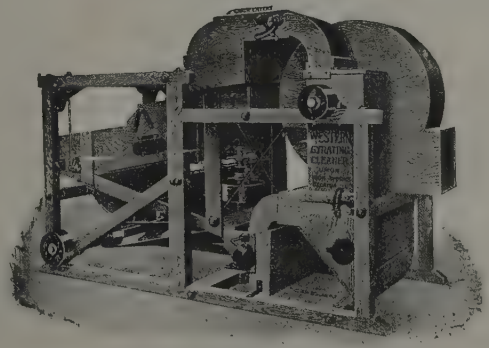
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Complete Equipments and Supplies for
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Do not delay looking after your equipment. It may mean dollars to you later on.

We are running overtime filling orders, but can take care of a few more promptly.

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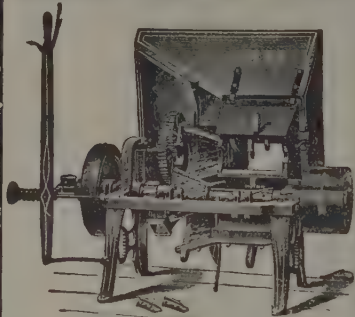


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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and grind all kinds of small grain; *separately or mixed*. Will grind *Kaffir* Corn in the Head. *Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.*

Different From All Others**Lightest Running**

Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

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Your Profits

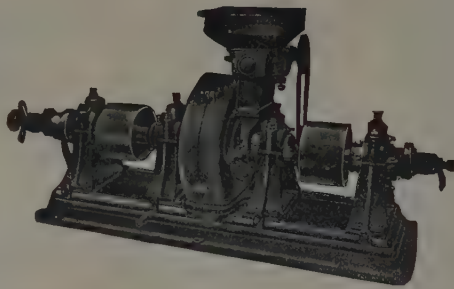
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO

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SEVENTH EDITION.

REVISED AND ENLARGED

With these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. **RANGE**—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs.

Barley, Buckwheat and Hungarian Grass Seed (4½ lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type.

Pounds are printed in red and bushels in black.

PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index.

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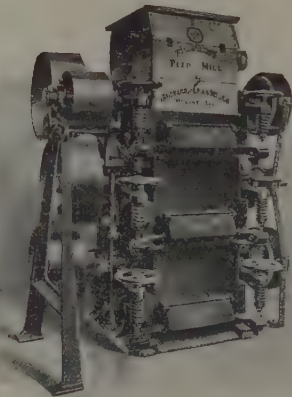
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FOR MILLS AND ELEVATORS

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**CORN MILL MACHINERY**

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Barnard's One, Two or Three Pair High Ball Bearing Feed Mills save over 50% of your power and reduce your oil bill to practically nothing.

The Cornwall Corn Mill has valuable features possessed by no other cleaner.

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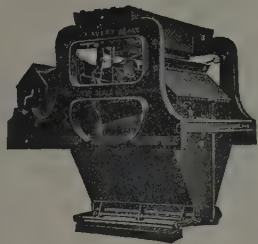
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Gives Absolute Weighings. Keeps the Records for you. Occupies small space in the elevator.

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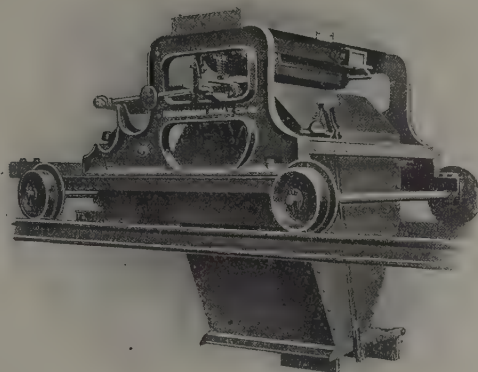
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The cut shows the new type Richardson **Portable Elevator Scale** arranged on a carriage that can be moved under any bin on the working floor. Specify the following features on your order for a Richardson Scale—Special Feed Chute for handling cobs, etc. New Attachment for compensating for suspended grain. New speed regulator.

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Garwin, Iowa, 10-4, '09.
Herewith check for ——— to cover automatic grain scale No. 3950 purchased from you under date of July 2nd, 1909, which we have found satisfactory in every way.
GARWIN FARMERS' ELEVATOR CO.

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Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 in. and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 835. PRICE, \$1.50.

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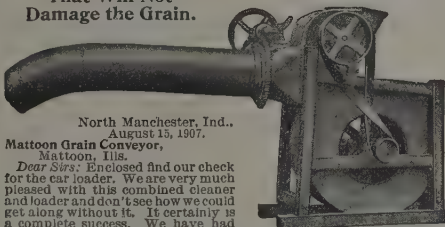
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255 La Salle Street — — — Chicago

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,
August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

USERS CLAIM MORE THAN WE



Our advertisement in the last issue contained a letter written voluntarily by Mr. John A. Roemer of Dutzow, Mo. in which among other things he says, "and find it will do all you claim." That is saying a great deal for we claim so much that some people may doubt our ability to make good, but others besides Mr. Roemer have written us that the loaders we sold them do all we claim and several have written us that they do more. Besides that we show that we believe we are conservative in our claims by offering to ship on approval without any pay in advance so the purchaser may return it at our expense if not satisfied after trying it. Of the large number we have sent out that way this year not one has been returned. We make five sizes, all of which are carried in stock.

MAROA MANUFACTURING CO.,

MAROA, ILL.

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter.
Five (5) pounds to a gallon of water will not freeze 54° below zero.

PRICES:— 700 lb. drum, 1c per lb. 100 lb. can, 3c per lb.
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(Send for circular.)

New York

JAMES H. RHODES & COMPANY

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Calcium Magnesium Chloride

For water Jackets of Gas Engines. Very much superior to ordinary calcium chloride.

K-L Brand—Anti-Freeze—Solution

This is the best anti-freeze solution on the market because it will not rust, because it is the purest—odorless. Will not evaporate.

PRICES: 700 lb. drum 90c per cwt. 100 lb. can 2c per lb.
50 lb. can 3c per lb. 10 lb. can 5c per lb.

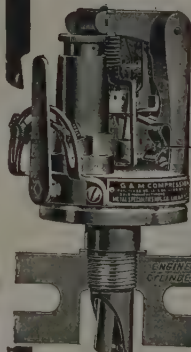
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208 Kinzie St., Chicago, Ill.

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In every community to sell

**G. & M.
Compression
Igniters**

A revelation in Gas Engine Ignition.

This Igniter is suitable for all types of internal combustion engines. It may be screwed in, in place of the jump

spark, hot tube, or mechanical make and brake igniter.

We can save money, time and trouble for every engine user.

The advantages are: More power; steadier running; no misfires; less straining and jerking of engine and a great saving of fuel.

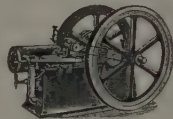
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Metal Specialties Mfg. Co.

427-441 Randolph St. CHICAGO, ILL.

You Elevator Men—Read This

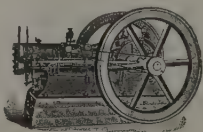
I want to tell you where I come in on the **Improvement** deal. You use a combustion engine. Perhaps you need a larger one. Then I'll trade for your old engine and sell you a Rebuilt. If you want new power then I have a Rebuilt engine for you, guaranteed to give satisfaction. I can furnish you the best known makes in the world at prices considerably under the cost of a new one.



I claim I am the biggest dealer in Rebuilt gas engines in the world, and I ought to know, for I began buying gas engines when most of the grain dealers now in business were boys. People with gas engines for sale know me. I've got cash ready for them any time. I buy my engines at reduced prices. Then the work begins.

I set my skilled workmen at these engines and they overhaul them. Wherever there is a weak part it is taken out and a new piece substituted. We use engine sense when overhauling and if we see a chance to improve an engine we do it. Every engine which leaves my shop is thoroly McDonalized and I stand behind my claim for that engine.

Grain dealers have learned when they buy an engine from me that its a runner. They get more than value received out of it because I sell practically new engines at second-hand prices. If you want to start the season making money by saving it, then write me about the kind of power you need. I can fix you up with an engine at a way down price. Any size. But you better write quick. I shipped out a car load last week and inquiries are coming in fast. Let me furnish your power.

**A. H. McDONALD**

New Number 547 West Monroe St.

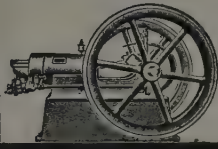
CHICAGO



YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES

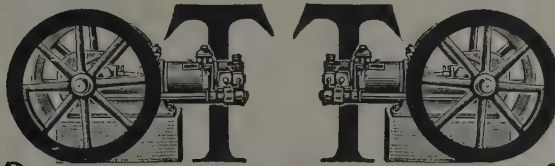


The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

WITTE IRON WORKS CO.
526 West Fifth St., Kansas City, Mo



OTTO ENGINES

Are doing the work of the world and doing it well. 100,000 of them are making money for 100,000 satisfied users. You can become a profit sharer by sending for a catalogue and telling us your needs.

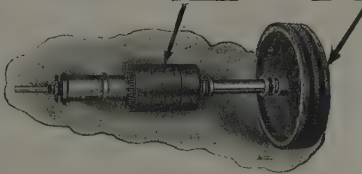
The Otto Gas Engine Works,

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Simplicity insures long life

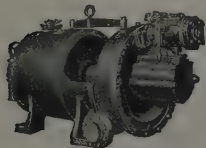


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Both elements are solidly built and keyed to a solid steel shaft. The entire moving part turns as a unit on its bearings.

The entire absence of reciprocating motion of heavy parts removes a great cause of trouble. Complicated construction, heavy counterbalances and wasted energy are not involved in Curtis Steam Turbines. The simple Curtis turbine wheel receives energy directly from the steam and imparts it directly to the electric generator, all on one rotating shaft. The few parts needed are simply built and wear little, if any. The long life of the Curtis turbine is a useful life because there is no loss in efficiency.



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For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

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Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

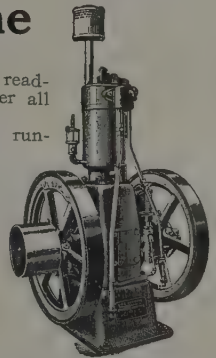
Grain Dealers Journal
255 La Salle Street, Chicago, Illinois

The Earning Capacity Of An Engine

determines its value.

The basis of earning capacity is readiness for duty at all times, under all circumstances.

The certainty, the smooth, even running, the delivery of maximum power at minimum cost and with minimum attention, have made



I. H. C. Gasoline Engines

Favorites in the Mill and Elevator Trade

Made in numerous types and sizes:

Vertical in 2, 3 and 25-horse power.

Horizontal (portable and stationary) in 4, 6,

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Air-cooled engines, 1 and 2-horse power.

Write for Catalogs and All Particulars.

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(Incorporated)

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ELEVATOR AND LUMBER YARD doing good business in Northern Iowa. Splendid opening for right man. Also elevator N. E. Iowa with large territory, price right. Write at once if you want an unusual opportunity. Address Mac. Box 7, Grain Dealers Journal, Chicago, Ills.

18,000-bu. Elevator on C. G. W. R. R. in So. Minn. Handles 50,000 to 100,000 bu. annually. Equipped with gas engine, one leg, scales and dump. All in good condition and newly shingled. Price \$2,800. Would take Auto in part payment. Only elevator at station. Address Brown, Box 6, Grain Dealers Journal, Chicago, Ill.

BEST paying wholesale grain and transfer elevator business in Texas for sale. Including several country stations. Good trade established in young and growing grain country. Will pay 25% on investment. Worth \$20,000. Will sell cheap. Good reasons for selling. Cash or approved notes. Address TEXAS, Box 8, care Grain Dealers Journal, Chicago.

WILL EXCHANGE FOR LAND, Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

CENTRAL INDIANA 30,000 bu. cribbed Elevator for sale, nearly new, with all modern conveniences for handling and cleaning grain. Machinery and equipment the very best obtainable. Will handle about 115 to 125,000 bushels grain annually at good profits. Coal, Flour and Feed will pay operating expenses. Cleared \$7,500 past two years. Located in small town without any competitor. Owner can live in nice little city six miles from elevator.

This property has never been offered for sale and will not be on the market longer than Nov. 1st. Owner desires going south, reason for selling. Don't answer this add. unless you mean business. A Snap at price asked, \$14,500. Address 354 N. West St., Tipton, Ind.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER YARD connected with a coal and hog business for sale. Located in Central Nebraska. Everything in good shape. Sell cheap if taken soon. Address C. M. P., Box 8, Grain Dealers Journal, Chicago.

GRAIN, COAL, POULTRY & EGG BUSINESS in southeastern Iowa. Only Grain dealer in town of 600. Also seven room house and two lots with barn 20x20 ft. Full description by letter. Reason for selling lack of capital. Address J. G. P. Box 7, Grain Dealers Journal, Chicago, Ills.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg, terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

ELEVATORS WANTED.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ELEVATOR WANTED—No objection to handling coal and feed; give full particulars and price. Address H. N. S., Box 8, Grain Dealers Journal.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA ELEVATOR wanted. Must handle at least 100,000 bus. annually. Prefer station having but one eltr. Will pay cash. Give full particulars. Address Herman, Box 7, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY A GOOD ELEVATOR—Good town—good business at a reasonable price. Prefer location near lake or river for fishing and hunting. Give full description in first letter. Will make quick deal on good proposition. Perry Frazier, Du Bois, Neb.

ELEVATOR WANTED—In exchange for two story, unincumbered flat building in Chicago. Good location, rented for \$60 per month. This is first class and the elevator must be a good one. Will pay some cash if there is actual difference in values. Address James Maguire, Campus, Ill.

GRAIN BUSINESS FOR SALE.

WHOLESALE GRAIN BUSINESS in Wichita, Kans., for sale, including membership in Wichita Board of Trade. Is one of the leading firms and has the most complete office fixtures, files, grain lists and tariffs in Wichita. Reason for selling, owner's health. Address 1031 South Topeka Ave., Wichita, Kansas.

ELEVATOR BROKERS.

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

WE BUY, SELL OR EXCHANGE Ohio, Indiana and Michigan Elevators. No sale, no commission. Many years experience. Write us. Tri-State Elevator Co., Hicksville, Ohio.

IF YOU WANT to buy or sell an elevator or mill quickly, list it with us. No sales, no commission; cost you nothing to list with us. Write us. Northwestern Brokerage, Mason City, Iowa.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

JOHN A. RICE, FRANKFORT, IND. Only exclusive elevators & mill broker in U. S.—Acquainted with elevators and grain men on 20,000 miles of R. R. 10 yrs. experience. Reliable work in every detail. For the interest of regular dealers only.

WE HAVE SEVEN SPECIAL PRIVATE BARGAINS in elevators in Central Indiana's great corn crop, just ready to move at \$7,500 to \$15,000 and up to \$35,000, that earn 25% to 37½% net profits. RIGHT. No man who buys of us gets in wrong. John A. Rice, Broker, Frankfort, Ind.

ELEVATORS FOR SALE—A nice list to select from and am sure I can suit you in an elevator if you will just let me know the kind you want. Have some very desirable points that will require an investment of around \$20,000. Others from \$5,000 up. Will be glad to show them. Jas. M. Maguire, Campus, Ill.

ELEVATOR BARGAINS—A good paying Grain and Hay Elevator in Hamilton Co., Ohio, only elevator in 40 miles. Price only \$4,000, if taken at once. Will pay for itself the first year. Want \$2,000 down.

A 50 bbl. modern Mill in Ohio village on R. R. Steady water power and clearing \$2,500 a year. Price \$7,000, want \$2,000 down.

A 125 bbl. modern Mill. Only mill in Ohio city of 20,000 inhabitants. Price \$15,000 for a short time. Water power the year round. Address National Mill Exchange, 719 W. Ray St., New Philadelphia, Ohio.

MISCELLANEOUS WANTED.

ADDRESS of Geo. G. MacDonald wanted. Was formerly mgr. for J. C. Bradley of Delia, Kan. Address MacDonald, Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WHO WILL furnish money to patent an Elevator boot of exceptional merit for half interest? Address Field Box 7, Grain Dealers Journal, Chicago, Ills.

PARTNER WANTED FOR THIRD or half interest in six first class elevator properties located in Iowa, Minn. and So. Dak. Address C. L. M., Box 7, Grain Dealers Journal, Chicago, Ills.

WANTED—Additional capital to increase the capacity of a large Alfalfa Mill and Mixed Feed Plant, to take over other Alfalfa Mills and to build a line of elevators in the best grain and alfalfa belt of Oklahoma. Address Okla., Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNER Wanted with \$50,000 to \$75,000 to take active or silent interest in best Transfer Elevator and Wholesale Grain business in Southwest. Will pay 20 to 30% on investment and good salary. For particulars address TOG, Box 8, care Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE—Up-to-date, never failing water power grist and feed mill of 65 bbls. capacity. Amos Keller, Tiffin, Ohio.

200 BARREL Flour Mill for sale or trade. Located in South Dakota. Write us. MORTON & MARTIN, Lewiston, Montana.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

EASTERN NEBRASKA MILL FOR SALE—New, 150 bbl., steam power, best wheat country, fine shipping facilities and home trade. Forced to sell. Worth \$25,000. Price \$15,000. Balance long time, will lease. Address J. S. Ehrenberger. Schuyler, Nebr.

NORTHERN INDIANA Steam Mill of 50 bbls. capacity for sale at a bargain. In a good town of 1,000 people, good schools, two banks. Doing a good business. On private ground with switch. If sold soon \$4,500. Address I. Will Investigate. Box 7, Grain Dealers Journal, Chicago.

HERE IS A MONEY MAKER—We have for sale one roller flour mill in our town, size 36x58, 40 ft. high, brick engine room 24x36, storage room 32x36 one story, elevator 20x30, capacity 12,000 bus.; the machinery is nearly all new. This is a money maker for the right man that can swing it. The reason we have it for sale is the party has other business and is no miller. It is a 100-bbl. mill, and by running day and night, 24 hours, you can turn out 200 bbls. It is on the main line of the C., B. & Q. R. R. and has a side track to the mill. The mill has good local trade and a splendid exchange business. We will accept a good stock of merchandise on the deal as trade or good farm land. If you want a good business that will make you money here it is in a good farm country. Can get all the wheat here you want; it is all winter wheat. Let us hear from you at the earliest date. Address W. A. Knuth & Co., Oxford, Nebr.

MILLS FOR SALE.

FOR SALE—A flour and feed mill. Doing fine business. Will sell for cash, or will trade for a poultry farm. In a good locality in new building in a good town of 1,500 inhabitants. Everything new. Address J. J. W., Box 8, Grain Dealers Journal, Chicago, Ills.

CORN MILL FOR SALE—First class and residence. Mill ground 150x142 ft. Residence 100x142. Good four room house. Mill doing good business. No competition. Good flour and coal trade. Good machinery. 40 H. P. gas engine. Never failing water. Four ton wagon scales. Situated Edna, Kansas. M. O. P. R. Ry. \$7,500 takes mill and residence property. Invoice stock on hand at cost. Reason for selling other business needs my attention. Those interested address EDNA CITY FEED MILL, Edna, Kan.

ENTIRE PLANT of PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark., for sale. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2500 sacks corn chops. Plant is located on two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, Lock Drawer "W", Little Rock, Ark.

SITUATIONS WANTED.

POSITION WANTED—As a grain buyer, 12 years experience. Have also handled lumber. Address M. F. Perry, Box 267, Rushville, Ill.

POSITION WANTED—As Supt. of line of country elevators, or a terminal. Ten years experience. Address Inverse, Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED as manager and buyer for elevator in Neb. Best references. Now employed in elevator, but wish to change. C. R. Smith, Box 18, Bellwood, Neb.

POSITION WANTED: — By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

A YOUNG MARRIED MAN with 8 years experience in grain business, 4 years in head office of line company. Can repair gasoline engine or keep books. Will go any place. Best of references. Address A. C. W., Box 8, Grain Dealers Journal, Chicago, Ill.

We Sell
OKLAHOMA
GRAIN ELEVATORS
WEATHERWAX & CO., Sapulpa, Oklahoma

HELP WANTED.

A NUMBER OF SALESMEN for Patent right that is a dinger. Steady work at half the results. Address Neb. Box 7, Grain Dealers Journal, Chicago, Ills.

Side Line—Wanted Salesmen all States. Lawn Grass Seed Bulk and pkgs. 10% commission. Take orders for prompt and spring delivery. Answer at once. John No. 6, Grain Dealers Journal, Chicago.

ENGINES FOR SALE.

GASOLINE Engines for sale; 10 h. p. Temple Pump Co., 15th Place, Chicago.

TWELVE H. P. GASOLINE ENGINE in good repair. Can be had at a low price. Fairbank's-Morse make. Murray & New, Tomlinson, Ill.

28-H.P. Charter Gasoline Engine; used few weeks on light work; guaranteed good as new; has magneto and all accessories. \$450.00 f. o. b. Butts, Oxford, New York.

GASOLINE ENGINE for sale. 24 h. p. new era; used four years; good shape; ready to run. Price \$200.00. 30,000 lb. capacity Chicago Hopper Scale, \$50.00 Lyons, Esson & Light, Brook, Ind.

ONE 12 h. p. St. Mary's Gas and Gasoline. Practically new. Complete with standard equipment. A bargain. The Jasperson Supply Co., St. Marys, Ohio.

TRACTION ENGINE FOR SALE—One ten horse power steam, Nichols and Shepard make, in good condition. John L. Kneisley, % the Foos Gas Engine Co., Springfield, Ohio.

ONE No. 1 Gas Engine, 35 h. p., used but two years, for sale. This is a bargain for some one, as we are anxious to dispose of it to make room for a larger machine. Address Archer Ptg. Co., Ft. Wayne, Ind.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

**THE ILLINOIS SEED CO.
SEED MERCHANTS**

We buy and sell all kinds of field seed. When in the market to buy or sell write us.

1521-1535 Johnson St. CHICAGO

WE WANT**MUSTARD SEED**

Mail sample and quote price delivered.

Gorgas-Pierie Mfg. Co., Philadelphia, Pa.

ENGINES AND BOILERS.

BARGAIN—Second-hand boilers; 2—85 h. p. 60" diam. by 16' long, Horiz. Tubular, fronts and trimmings, \$150.00 each for quick sale, good for 90 lbs. steam. Page Boiler Co., 815 Larrabee St., Chicago.

ENGINES AND BOILERS FOR SALE CHEAP—Tubular boiler 14x4ft, 34-4 in. flues, also 10x12 Engine 4 ft. wheel. Both Brownell Mfg.; in first class condition. Address, L. C. Allinger, Jackson Center, Ohio.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14x16 Buckeye, 14x14 Ball & Wood, 13x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9x12 Leffel, 8x10 All-free, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest price. Chicago Scale Co., Chicago.

FOUR FAIRBANKS Hopper Scales, 800 bu. capacity, nearly new. American Scale & Gas Engine Co., St. Louis, Mo.

FOR SALE—Fairbanks Track Scale. in good order. Maximum weight one hundred thousand pounds. Octo Grain Co., Octa, Ohio.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ONE AVERY AUTOMATIC SCALE—Type No. 100 E. C., 1,000 bu. hourly capacity. Absolutely new and has never been removed from original crate. Price \$200.00. W. H. Hurley, Clinton, Mo.

FERRETS FOR SALE.

4000 FERRETS—Prices and Book mailed free. N. A. Knapp, Rochester, O.

MACHINES FOR SALE.

BARGAINS IN 2 High Roll Feed Mill and second hand pullers. The Metamora Eltr. Co., Metamora, Ohio.

No. 2 MONITOR MILLING SEPARATOR and two No. 2½ Prinz scouers for sale at \$50.00 per machine. Bargins. J. A. Hinds & Co., Rochester, N. Y.

TWO MARSEILLES SHELLERS, No. 3 size; and one Hess Grain Drier cheap for cash. McCord & Horton, Memphis, Tenn.

TWO BARGAINS—One 18-inch, 2 high roll feed mill, \$50.00. One No. 2 Clipper Seed Cleaner \$15.00. The Metamora Elevator Co., Metamora, Ohio.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

ONE MONITOR No. 4 receiving separator for sale. One No. 4 Invinible. One No. 3 Invinible oat clipper. Address J. A. Horn & Co., Oklahoma City, Okla.

FOR SALE—One 32" iron split pulley 12" face 2½" bore. One 6½" flexible loading spout 7" opening 6" discharge. Prices right. Hockman & Collier, N. Hampton, Ohio.

ONE 10x20 Sinkers Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invinible Clipper. One No. 4 Invinible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

GOOD AS NEW—One 24-inch Foos scientific attrition mill, with patent open belt reversible drive, \$200.00. One Sullivan Corn Cracker, \$40.00. The above are in perfect condition, having been run but a short time. Address S. S. Quimby, Milltown, Maine.

GOOD AS NEW—Two No. 5 Iron Prinz Scouers in excellent condition. One No. 2 Iron Prinz Scourer, in use only ten days. One Racine Fanning Mill. Also a miscellaneous lot of sheaves. Write for further information to Bernhard Stern & Sons, Milwaukee, Wis.

FOR SALE—Two 1,000 bu. Fairbanks Hopper scales with timbers, good as new, \$100 each. One track scales 120,000 lbs., \$300. One Clipper Grain Cleaner, \$40. Three H. A. Bernard's No. 3 dustless elevator separators, \$50 each. Also all the rest of the machinery of the large western elevator at Wabasha, Minn. Write for list. La Crosse Wrecking Co., Wabasha, Minn.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 8 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfrie, belt drive; 1-7"x15" Alfrie 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P. 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SEEDS FOR SALE.

Snapped Corn, our specialty. Write for prices. Mott Store Co., Portageville, Mo.

GRAIN WANTED—Quote us all kinds of oats, corn, etc. Send samples and prices delivered. J. Zimmern's Co., Mobile, Ala.

SEEDS FOR SALE—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

BUCKWHEAT Grain. Poultry Wheat. Soft Winter white and red wheat. Sulphured and clipped oats. Choice Rye. **STOCKBRIDGE ELEVATOR CO.**, Jackson, Mich.

WRITE US FOR QUOTATIONS on kaffir corn and milo maize. Will quote sacked or bulk delivered anywhere. New crop will soon be moving. The Western Grain Co., Wichita, Kan.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jaspar, Newsum & Co., New Madrid, Mo.

HAY AND GRAIN SHIPPERS WANTED in Ill. and Ind. to correspond with me. Sell only on brokerage basis. Work all No. Alabama towns. W. L. Lyle, Wholesale Broker, Huntsville, Ala.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, re-cleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

KAFFIR CORN—Are you interested in Kaffir Corn. If so, correspond with us. We make a specialty of and are the largest shippers in the world, direct from the field. We are always situated to fill orders promptly. Samples and delivered quotations furnished on application. Wire or write your wants. J. C. Haines & Co., Augusta, Kansas.

BUCKWHEAT FLOUR FOR SALE.

BUCKWHEAT GRAIN.
BUCKWHEAT FLOUR.
BUCKWHEAT GROATS.
FOR SALE BY
MINER-HILLARD MILLING CO.,
WILKES-BARRE, PA.

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.
WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

We want Rye, Barley, Choice Red Oats, Cane and Millet Seed, Low Grade Wheat, Wheat Screenings, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. **PITTMAN & HARRISON CO.**, Sherman, Texas.

GRAIN FOR SALE.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS WANTED.

WANTED—BUCKWHEAT GRAIN. Quote delivered Benton, Columbia Co., Pa. Benton Roller Mills.

Common, German, Siberian, Hungarian and Japanese Millet, Buckwheat, Mustard and White Clover. J. Oliver Johnson, Chicago.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

FIRST CLASS EUROPEAN SEED HOUSE wishes offers of Alsike, Red Clover and Timothy seed from such dealers who have no agents in Europe. Apply to I. L. Radwaner, New York.

CLOVER SEED WANTED—Any quality or condition; buckhorn lots a specialty; also clover tailings. Send fair average samples with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, Ohio.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed, Broom Corn, German, Siberian, Millet Seed.

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

WE ARE DEALERS IN SEEDS
Timothy, Clovers, Millets, Etc.
Also Seed Grain
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus Inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

SEEDS WANTED

Kaffir Corn, Milo Maize, Cane Seed,
Broom Corn, German, Siberian, Early
Fortune Millet and Sunflower Seed.

Send Samples and Quote Prices in Car Lots.

THE QUAKER OATS CO., CHICAGO, ILLS.

A FIREPROOF OAT CLIPPER



As fireproof cleaning houses are a necessity, it is likewise necessary to have fireproof machinery. To meet this demand we also build our clippers and cleaners of steel.

In doing this we have incorporated all of the proven details of the wood-frame machines so that the

INVINCIBLE STEEL CLIPPER

is absolutely fireproof. We guarantee it to clip the fastest, with the smallest percentage of waste and minimum power.

This machine can be regulated to suit any grade of oats.

The feed is automatic, insuring steady feeding. In fact, this machine is up-to-date in every way and will give perfect satisfaction as many users will testify.

For further particulars write to our nearest representative.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667. F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind. N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

BEALL CLEANERS

*are cheapest in the
long run*

THE BEST IS ALWAYS CHEAPEST

**THE BEALL IMPROVEMENTS COMPANY
DECATUR, ILL.**

GRAIN DEALERS' JOURNAL

Published on the
10th and 25th of Each Month

by the
Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., OCTOBER 25, 1909.

HASTE to handle new corn bids fair to bring much grief to country elevator men of some sections.

NORTH DAKOTA proposes to have a real corn show at Fargo next January. Manitoba is yet to be heard from.

MEXICO'S short corn crop is sure to affect the price in the United States as the import duty has been suspended.

GRAIN CAR doors and seals are receiving much merited attention from inventors and real improvements may soon be placed on the market.

GRAIN DEALERS who take time to read about the experiences of their fellow dealers, are often able to escape trouble which cost others thousands of dollars to learn about.

PUBLICITY does more to remedy trade evils than all other influences combined. When you have reforms to suggest speak to all the trade thru our communicated columns.

WRITTEN confirmations of sales and purchases of grain by telegraph are not necessary. If the sale is made by telegraph, then the telegrams exchanged consummate the contract, and no amendment or alteration thereof can be made with written confirmation without the consent of both parties thereto.

RED WINTER wheat continues to command such a handsome premium in all markets, winter wheat farmers should be encouraged to sow a much larger acreage than ever before.

OVER-LOADING grain cars, and especially old, worn out cars, is very likely to result in a leak and a shortage. It is much safer to keep the grain at home, and take chances on the market.

AN ICE packed water jacket always chills a gasoline engine and often cracks the jacket. All worry about freezing can be avoided by using calcium chloride solution for cooling cylinder.

THE MOST potent influence with the farmer who brings poor grain to market is the premium paid for good grain. Try discriminating and watch them strive to get the premium next year.

HICKORY KING CORN seems to be unusually scarce this year as parties advertising for this variety for seed get no replies from grain dealers. Those having any for sale can find a ready market.

GEO. G. MACDONALD, formerly manager for J. C. Bradley at Delia, Kan., is obtaining money thru the use of worthless checks and drafts on Mr. Bradley and the Delia State Bank. Look out for him.

DETROIT furnishes the latest case of shippers suffering loss of property by neglecting to confine their dealings in that market to members of the organized exchange. The receiver disappeared and the shippers are their property. It is much safer to refuse absolutely to deal with any but exchange members.

COMMISSION FIRMS who divulge what is being done by their customers are very scarce, because they well know such disclosure would place the interests of those customers in jeopardy and at the same time might mislead other customers not then interested in the market. Few successful commission firms can expect to continue doing business in defiance of such indiscretion.

ELEVATION allowances might be tolerated in the form of compensation for prompt release of cars, but the Interstate Commerce Commission is nursing a deep seated prejudice against everything that sounds like an allowance or discrimination in favor of one patron of the railroad company which is not granted to others.

AVERAGE SAMPLES of car load shipments with certificate of inspection attached will often do more to convince a farmer that the grain he offers for sale is not up to the requirements of No. 2 than days of talk. A contributor to this number points out different advantages of keeping samples of shipments as well as samples of the standard grades of the nearest terminal market, a practice every country elevator man can adopt with profit.

THE FLAX SEED market has evidently caught a glimpse of Halley's comet and started up to meet it. The shorts should not forget, however, that flaxseed is the smoothest slider of all the seeds and when it starts down it goes with a rush.

BUFFALO'S elevator pool is charging one-half cent per bushel more for storing grain during the winter in fireproof elevators than in wood houses. This represents the difference in the cost of insurance. The cost of handling grain thru the old out-of-date wood elevators is also greater and all such in terminal markets must soon be displaced by fireproof structures.

COLLAPSING elevators here and there, everywhere continue to sound the knell of the country carpenter, the barn builder, the jack of all trades who knows just enough about sawing a plank to believe himself capable of building any structure. The time is not far distant, when grain dealers will refrain from letting contracts for grain store houses to any but engineers who have had experience in this line of work.

AS A SAMPLE of what is to be expected under government inspection and weighing of grain, it is reported from Ottawa, Canada, that the government is seriously considering discontinuing issuing certificates on cargoes loading at Pt. Arthur and Ft. William, because of so many complaints of shortages. By issuing certificates only for grain at Eastern Ports, the government will avoid bitter controversies with lake vesselmen and shippers.

ALASKA wheat, according to late reports from Idaho, the home of Mr. Adams, who discovered this famous variety growing on the North Pole is not yielding 277 bus. to the acre or any other unusual amount. In fact, farmers report the highest yield obtained this year to be 27½ bus., while other varieties give a larger yield per acre. This is the stuff the Adams-Hobe Seed Co. were charging \$20.00 a bu. for. Those who planted Miracle Wheat in the Southwest have not yet reported.

GRAIN MEN who rely on builders for advice as to what machines or equipment to place in their elevators sometimes get only that which nets the contractor the largest commission. One barn builder who took a job for 1% and placed almost twice as much lumber in building as was needed realized a handsome profit from the deal because he served the lumber man best. The grain man who employs a first-class architect and tells him exactly what is wanted, gets nearer his money's worth than anyone. The patron of the barn builder generally pays much more for his plant than if he had had it designed by Mr. Well-Known.

ST. LOUIS bucket-shops have been enjoined from using Chicago Board of Trade quotations on grain, and about 400 shops will be closed thereby. It is gratifying indeed to note that gradually the public is beginning to discriminate between the swindling bucket-shop operator and the legitimate grain exchange commission firm, which is governed and controlled by rules and regulations requiring fair handling of customer's business.

"BOYS KEEP OUT." The suffocation of a boy in his father's elevator at Ransom, Kans., prompts us again to call attention to the dangers surrounding children who are permitted to play about open grain bins. In this case, the boy was sent into the sink to recover a farmer's end gate which had dropped down with the grain. The lad was sucked down into the grain so quickly he did not even have a chance to call for help, altho it was near at hand and willing.

LETTERS containing important messages would often be returned promptly to the writer when wrongly addressed, if printed on the envelope was the instruction "return in five days." It is the custom of the postoffice department to hold undelivered mail thirty days, unless instructions are to the contrary. It is easy to misdirect confirmation of important contracts, to the disadvantage and detriment of both buyer and seller, and thirty days given the market time to go over the top of the pit.

AS A FAIR specimen of what is to be expected from political inspection, readers will find much of interest in the disclosures of the wrong doings of the Kansas Department, notice of which is published elsewhere in this number. Political mismanagement has crippled the finances of many inspection departments in the past, but this is not all. The politicians, through their greediness to secure places for their henchmen, have made it utterly impossible to secure uniform, fair grading by their departments.

THE AGITATION against sales of grain for distant delivery is having a splendid effect on the trade. Sellers as well as buyers, being quick to recognize the disadvantage of selling grain for delivery one to eight months hence. Sentiment in all sections of the trade seems to be against the practice. Last week the Call Committee of the Chicago Board of Trade announced that beginning with the 22d inst., the call would include corn (old) five days shipment, thirty days shipment being eliminated. Reducing the time limit for shipments of grain sold makes the business a safer one for all identified with the trade and greatly reduces the element of speculation which has so crippled many firms doing business in long time deliveries. The Miami Valley Ass'n has also recently adopted a resolution limiting the buying or selling ahead of grain in excess of thirty days.

THE EXPLANATION of the Omaha Chief Grain Inspector published elsewhere in this number in response to complaint of inability to obtain weight certificates of grain shipped to that market, sets at rest all those who have not received certificates, as it will be an easy matter for them to obtain duplicate certificates of weight of their shipments. This is as in most markets and as it should be in all markets. Every shipper is entitled to information regarding weight and grade of his shipment and those who insist upon it can generally get it.

DELAYING grain in transit until it spoils is unprofitable for the carrier as well as the shipper. Altho the carrier is generally entirely to blame, it seldom shows a willingness to make good the shipper's loss. A Shelbyville, Ind., shipper, having tried in vain to collect such a claim has recently brot suit against the Big 4 for \$2,000 damages, due to deterioration of his grain delayed in transit. If more shippers would stand for their rights, railroads would soon refuse to accept freight when fully aware that it could not be delivered within a reasonable time.

DIRT is often responsible for grain being graded off, but if a country elevator man is doing the cleaning, he is surely entitled to a fair compensation for the service. Several contributors to the Journal recently have laid stress upon the necessity of country grain buyers educating farmers to the proper care and preparation of their grain for market. Oft-times their offerings are of reduced value because of carelessness in harvesting and handling. The more care exercised by the farmers, the higher price will the buyer have to pay for the grain and the better satisfied he will be to pay the higher price. Paying the same price for dirty as for clean grain places a premium on carelessness, because the dirt brings revenue to the farmer.

ARE ALL your bids, offers and acceptances which you send by wire these days, Beattygrams? Do you precede your telegrams with the day and hour of their filing with telegraph company? By so doing, you protect yourself from some disputes and honest differences. In our department devoted to "Supreme Court Decisions" this number, is a decision of the Maryland Court of Appeals upholding a law requiring telegraph companies, not only to state the hour telegram was filed for transmission, but also the hour it was received at destination. Such a regulation for all telegraph companies would be of great help to those engaged in the grain business, altho the telegraph companies would oppose such regulation so far as lies in their power. Still, if the patrons of the telegraph companies can obtain such a regulation, they can also expect to obtain with it prompter service, because each recipient of a message would be informed of any delay.

AN ILLINOIS shipper who tacks cards bearing weight of grain loaded into car upon each side of every car shipped, finds that it effects a reduction in his shortages and an increase in the number of bad order reports from destination. If any others have had experience with weight-cards, we feel certain that the particulars will be of special interest to our readers. By attaching an exact statement of the property placed in a car, the unloaders are placed upon their guard and watch for defects in the car as well as evidence of stealing. Shippers would further protect their property by using private car seals numbered consecutively.

CARS WHICH will facilitate the unloading of grain at destination have long been wanted, but few have ever thot it practicable to use the car with an automatic dump bottom until recently. Experiments made at the Great Northern eltr. at Duluth with flax seed are said to have proven entirely satisfactory, the grain being transported without loss and unloaded in a jiffy without the necessity of chopping up several grain doors. It is such a difficult matter to retain grain, especially flax seed, in a car, even tho it have a fixed bottom, that grain dealers have never considered the dump cars practicable for the transportation of grain. If experience proves to the contrary, surely much time, labor and grain doors will be saved.

CARS LEAKING in transit are reported by a number of Journal readers in this number. While we hope no other cars leak in transit, still everyone knows the cars reported represent but a small percentage of those leaking in transit. Grain dealers who witness wrecks of grain laden cars, such as are reported in our department devoted to "Grain Carriers" this number, would perform a splendid service for their fellow shippers by taking the number and initials of each car, together with its contents and sending the particulars to the Journal for free publication. We have learned of forty-five grain laden cars which were in wrecks recently, and doubtless each claim for the grain lost in these wrecks will be protested and payment deferred so long as possible unless shipper is fortunate enough to learn of the wreck.

PITTSBURG has made an advance towards disinterested weights and as is published elsewhere in this number, the Grain and Flour Exchange of that city has recently adopted a number of amendments to its rules and regulations which provide for exchange weighmen and exchange weights at all elevators, and also provides for investigation of wagon scales and yards where weights are not satisfactory. Every market has had frequent attacks of real grief as the result of slack methods and careless handling of grain and hay unloaded in team track yards. As a rule grain is worth a cent a bushel more to a shipper to permit his consignment to go to such yards for unloading because the opportunity for loss is materially increased. It is but natural that open cars which are accessible to every Tom, Dick and Harry who passes that way, should now and then be robbed of part of their contents, and the frequent complaints of shippers of shortages in shipments unloaded at such points proves that many persons wanting grain take advantage of their opportunities.

BUY CORN ON ITS MERITS.

Country grain dealers have always tried to buy wheat according to the grades by which they must sell it, but in the matter of corn most of them have given absolutely no attention whatever to quality or grade. Corn was corn, and the most careless slipshod farming methods brot the same price for whatever the farmer had the nerve to offer as corn.

Once in a while a shipper has successfully marketed the poor stuff as No. 3, but always kicked when he failed. It is just as easy for the farmers to grow corn of pure variety as the mixed corn which will not grade in any market and is always at a discount. The shippers cannot obtain the same price for off-grade stuff; hence, cannot afford to pay the same. To attempt to pass it as such insures disputes and losses. It is easier and much better to discuss the matter with the farmer and avoid the loss. By discounting sharply mixed corn, shippers will be encouraging the growing of pure varieties.

FAILURE OF RAILROAD FAVORITES.

The failure of T. H. Bunch & Co., of Little Rock, which made it necessary for the St. L. I. M. & S. Ry., paying banks \$76,000, and the C. R. I. & P. Ry. \$219,000 for S/O Bs/L which had been sent to the banks with drafts attached, will surely hasten the day when every railroad will require each receiver of grain to present B/L before delivery of grain. It seems that Mr. Bunch was greatly favored by these two railroads, both in the matter of paying freight and in the delivery of grain without presentation of B/L.

Western Tennessee has furnished two heavy failures of similar character during recent months, all due direct to the same slack methods of the railroad companies. Had the railroads in each case required delivery of B/L before grain was unloaded, each of the three defunct grain firms might still be doing business, and the railroads would have avoided loss.

Easy comes, easy goes the world over. It is but natural that grain dealers, who, through lax methods of railroad company's agents, are able to secure unlimited financial backing, should be led into wild speculation. The fierce competition for the Southern and Southeastern trade, together with the desire on the part of many to do a large volume of business has prompted many shippers to make contracts without any consideration whatever for profits. The failures of the T. H. Bunch Co., Henry Klyce & Co. and the Hardy Grain Co. are much alike.

The railroads have suffered as well as the grain dealers, but none is blameless. The result of these failures is very likely to be the abolition of the present bonding

system, which permits receivers to unload cars before delivery of B/L. With the railroad favorites out of business other dealers will have a chance to do business at a living profit. The only thing which stood between shippers and losses was the shipper's order bill of lading.

CAR FAMINE CLOSE AT HAND.

Reports from different sections of the country bear out the expected change in the car supply, and some grain shippers are already complaining of their inability to obtain cars needed. Others soon will be complaining of the defective cars offered for grain.

Recent observations of trains arriving in Chicago show many cars with broken roofs, boards off sides and tops, corners shattered, and in many respects unfit for transporting freight of any character. The weather-beaten edges of broken boards show clearly that damage had been done long ago, and that railroads had made no effort whatever to repair car. Grain shippers should refuse absolutely to entrust their property to old, worn out cars and enter complaint against the use of such cars, both to the railroad commissions and to the freight traffic managers of the offending road.

Shippers selling grain for early delivery must take into account their ability to make delivery.

LEASES OF ELEVATOR SITES.

The railroads of the Northwest were the first to increase the charges and requirements on land leased to grain dealers for grain elevators. Gradually the annual rental is being advanced and in some places the rental paid for elevator sites in two or three years would pay for all the ground needed by the elevator man. The railroads of the Northwest were so successful in getting more money out of the elevator man, that the lines of other sections are seeking to profit by their example.

The Big Four now refuses to give a lease for an elevator site for more than one year, and even then inserts a stipulation to the effect that elevator must be removed on thirty days' notice. It is not making these requirements of all elevator men, but many new leases are on these terms. Other Vanderbilt lines are at the same time leasing at nominal fee, grain elevators which they have constructed at their own expense.

A grain dealer who builds an elevator close to railroad right of way must not overlook the fact that he greatly increases the fire hazard of his building, and also the cost of insurance. As a rule land near to a railroad right of way in country towns is not too expensive, and it would seem far preferable for him to

build his plant on his own ground and apply to railroad commission for a switch; then, when he desires to sell his property he will not have to consult the wishes of the railroad company as to the transfer of the ground lease. What is more, any improvements made in grading for driveways or in his elevator, will not be destroyed on thirty days' notice, and without compensation as has been done for a number of dealers along railroads changing route in recent years.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

T. St. L. & W. 5093 passed thru Jerseyville, Ill., Oct. 22, leaking hard wheat at king-bolt.—E. Cockrell.

M. & O. 18831 passed thru Jerseyville, Ill., Oct. 22, leaking hard wheat at side of car.—E. Cockrell.

H. E. & W. T. 124 set out at Blue Rapids, Kan., Oct. 18 account broken draw bar; leaking wheat at end and draw bar.—F. K. Barrett.

N. Y. C. 61754 passed thru Eden, Ill., Oct. 15 leaking corn badly; train did not stop long enough to repair.—C. F. Holt.

C. M. & St. P. 46616 passed thru Lonsdale, Minn., Oct. 15, from Minneapolis to Mankato, leaking wheat at both end doors.—J. P. Wilby, mgr. Rice County Farmers Co-op. Eltr. Co.

C. M. & St. P. 38546 passed thru Lonsdale, Minn., Oct. 15, from Minneapolis to Mankato, leaking wheat at end door.—J. P. Wilby, mgr. Rice County Farmers Co-op. Eltr. Co.

S. P. 82863 south bound passed thru Marietta, Kan., Oct. 8 leaking wheat over bolsters; sealed at David City, Neb.—Marietta Stock & Grn. Co., G. A. Howell, mgr.

C. R. I. & P. 57825 passed thru Solon, Ia., Sept. 27, leaking oats badly; train crew fixed best it could; grain door burst and boards bulged at eaves.—Flala Bros.

G. T. 4573 was set out at Dousman, Wis., Oct. 6 leaking oats at grain door; we fixed it best we could.—Martin & Hill.

M. & St. L. 8616 passed thru Boyd, Minn., Oct. 6, leaking wheat badly over draw bar; train did not stop long enough to repair it.—Eagle Roller Mill Co., A. L. Johnson, agt.

C. M. & St. P. 43574 passed thru Hartley, Ia., Oct. 5, leaking barley very badly at side of car over wheels; east-bound.—C. H. Betts.

L. V. 67104, containing wheat was badly leaking Oct. 1 on a siding between Scott and Van Wert, O.; leaking on both sides of car.—Chas. T. Pierce, Van Wert, O.

P. B. & W. 1492, passed thru Unionville Center, O., Sept. 29, end pulled out by P. C. C. & St. L. Ry.; loaded with yellow shelled corn; 10 or 15 bus. lost; car set out here.—H. Hall.

C. M. & St. P. 19642, south bound between Sioux Falls and Sioux City, loaded with durum wheat, passed thru Canton, S. D., Sept. 28 leaking very badly at side door port; think seal number was 320.—F. E. DeGelle, with Runkel Dammun & Sullivan, Milwaukee, Wis.

C. B. & Q. 32629 sidetracked here at Bushnell, Ill., Sept. 24, for repairs, leaking at side door and end sill; car contains yellow shelled corn, but don't know which direction billed.—S. A. Hendee.

C. M. & St. P. 20624 passed thru Britt, Ia., eastbound Sept. 18 leaking corn at side and end of car.—C. E. Buzick, agt. Reliance Eltr. Co.

B. C. R. & N. 48191 passed thru Oxford, Ia., Sept. 22 leaking corn out of end door; leak was bad; did not have time to repair.—W. B. Jones.

C. & N. W. 62864 passed thru Dousman, Wis., Sept. 22, leaking barley at side door; could not stop leak, as train did not stop long enough.—Martin & Hill.

Fall Meeting of Ohio Grain Dealers Ass'n

[Special Telegram to the Grain Dealers Journal.]

Columbus, O., Oct. 26.—The fall business meeting of the Ohio Grain Dealers Ass'n was called to order at 10:15 in the Chittenden Hotel by Pres. H. W. Robinson, who called upon Geo. S. Long, sec'y to Governor Harmon.

Mr. Long expressed regret at the enforced absence of the Governor and welcomed the dealers to the state.

A. P. Sandles, sec'y of the state board of agriculture, was introduced as a "regular whirlwind." "I attended your Cedar Point meeting and I wish to thank you for your efforts which I believe resulted in more and better exhibits at our state fair.

Our rapidly increasing population makes it necessary to cultivate our fields more intelligently and there is much room for you to encourage the farmers to adopt better methods. Get them to go to the corn shows, farmers institutes and fairs. Get them to mix more brains with their work and their sweat. I admire a man who insists upon knowing all about his business. The world admires topnotchers.

When the farmers awake to their opportunities they will haul more grain to your elevators. When you help along the cause of improved agriculture you help the producers as well as the consumers. I am not sure the legislature is right in being so stingy with the agricultural experiment stations, when hundreds of thousands are poured into the canals of the state.

We will have corn, fruit and dairy shows here in January and I ask you to encourage the farmers to attend that meeting and learn.

Pres. Robinson: We are here today not only to celebrate the thirtieth anniversary of the Ass'n but also to talk business and especially corn.

E. T. Custerborder, Sidney: Talks with farmers and grain dealers in Shelby and adjoining counties and observations convince me of an increase of ten per cent over last year's yield.

The condition is not as good as last year, nor will it be until we get more favorable weather. The quality will average better than last year. Considerable soft corn will necessitate careful inspection on wagons to avoid trouble in terminal markets.

Maurice Neizer, Ft. Wayne: The territory from which I gather information comprises Van Wert, Allen, Mercer and Paulding Counties, Ohio; Allen, Adams, Huntington and Walls Counties, Indiana; a territory about ninety miles square in the two states. The reports show an average of fourteen per cent more acreage than last year and sixteen per cent less yield per acre.

The average yield last year was forty-eight, the estimated yield this year is thirty-nine bushels, indicating about as many bushels as were gathered last year.

Corn is not in as good condition as at this time last year. Farmers are not disposed to sell freely at prevailing prices. Shippers should go slow in handling it as profits are extremely uncertain.

Shippers who encourage farmers to market corn before it is in condition to handle handicap the agriculture depart-

ments, which are striving to promote more intelligent farming.

E. A. Grubbs: At a meeting of grain dealers last week in Greenville it was the prevailing opinion that new corn would not be in condition to handle before Nov. 8 and not safe to ship before Nov. 15. We have an increased acreage of 20 per cent; but I think the yield will be about the same.

W. B. Foresman, Lafayette, Ind.: The farmers of our section were just falling over themselves to contract new corn at 50 cents. We tried to hold them back, but others were contracting so we had to do so. We started to contract new corn at 45 cents and did get up to 48 cents. The talk is now that the dealers will find it necessary to take 75 pounds for a bushel at the start, but as our corn is in good condition, we will soon drop to 72 lbs. Considerable dry rot is to be found in our corn. The car shortage may make us trouble.

M. Neizer: I do hope Ohio dealers will not follow the example of the Indiana dealers and take to contracting corn. I believe it is bad for the business.

Willis Jones, Mt. Sterling: I think we have an increased corn acreage of 20 per cent and will have a 20 per cent increase in yield. In each shock we find three qualities of corn. Some is dry, but much of it will not be in condition to ship until the middle of November.

Contracting grain in advance is not a good practice, but we began buying in April this year and every bushel was delivered. We do not take written contracts, which I think is wrong. We have only about 20,000 bushels of new corn contracts. The farmers are holding for more money.

H. S. Grimes, Portsmouth: Localities to which we shipped corn last year will this year ship to us. The only outlet I can see for the early corn is abroad. There is no local demand. Even Virginia and West Virginia have comparatively large crops of corn. I would not advise any dealer to contract a bushel of corn without selling against it. Hill corn is dry enough to ship, but corn from the lowlands is not and it will make trouble for whoever attempts to handle it. You must buy your corn with the expectation of shipping it to the seaboard.

Sec'y McCord exhibited cobs of corn shelled by the Gwynn Milling Company this morning. Some ears weighed sixteen ounces, fourteen of corn, four of cob, or fifty-two and one-half pounds of shelled corn from a bushel of seventy-two pounds and the corn contained twenty-nine per cent moisture. I will pass samples. Will you buy water?

F. F. Collins: A dealer from Louisiana called at Cincinnati last week and told us Louisiana and Georgia would each have two millions of corn for export.

P. S. Goodman, Chicago: Our reports indicate Ohio will have 160,000,000 bus. against 140,000,000 bus. last year. Do not overlook the fact that Texas and the southwest have little corn as compared with previous years. The moisture percentage in corn in Illinois, Indiana and Ohio is greater than usual this time.

L. W. Dewey, Blanchester: Each moisture test I have made shows no more than 20 per cent. We will ship ten times

as much corn from our station as last year.

Adjourned for dinner.

Afternoon Session.

The afternoon session was called to order at 1:55 by Pres. Robinson, who appointed as a committee on resolutions L. W. Dewey, Blanchester; A. Mennel, Toledo, and E. A. Grubbs, Greenville.

Col. C. E. Groce, Circleville: Our corn must dry out before it can be safely handled. I think the crop is fifteen per cent better than last year.

E. W. Seeds: The only new corn we have unloaded so far was yesterday and it contained twenty-three per cent moisture. It could not be dried economically or handled safely without drying. It cost shipper 3½ cents to dry it enough to grade No. 3. The shrinkage of four pounds cost 2½ cents and one cent for drying. I disagree with Mr. Grimes that you must hold back one farmer whose corn is dry because his neighbor's corn is not. If we are going to encourage farmers in the production of good corn, we must pay full value for the good corn and discriminate sharply against the poor. The United States Department of Agriculture has determined the loss in weight due to different reductions in moisture, which I have reprinted and will circulate here. I attended the meeting to organize this ass'n twenty-nine years ago and I want to tell you the difference in the capacity and ability of the men in attendance is wonderful. Today we have business men in the trade contracting grain and having trouble depends upon what the farmers have been used to. You should have written contracts for every sale or purchase made. We will not enter in contracts with anyone but whom we know have ability to fill the contracts.

E. C. Baer, Circleville: I cannot see how grain dealers gain anything by contracting grain ahead and I am against it.

M. Neizer: Contracting grain ahead may be all right in terminal markets but not at the country elevator. If when delivery day comes, we are paying some farmers five or ten cents more than their neighbors, we will create ill feeling. Seventy-five per cent of the dealers' sales for future delivery are pure speculation.

H. W. Robinson: If farmers were educated to understand the details of the business it might be possible to contract with safety.

E. W. Seeds, Columbus: The farmer, shipper or track buyer who fails to fill his contract is directly responsible to the other party.

John Wickenheiser, Toledo: Contracting grain at country points is quite different from contracting at terminals. Two years ago at one of my stations a farmer pounded into a verbal contract to buy 20,000 bus. of oats. When he started to haul we were paying a few cents more than his contract called for, with the result he stopped hauling unless we pay the market. We could not afford to hold him to his contract so stopped contracting.

D. B. Peters, Galloway: I am glad this practice of contracting corn has been brought up here so the dealers can tell their experiences. I find that if the market goes up the farmer is amazed by the poor yields of his fields to indifferent quality, while his neighbors have more to sell at the market than they expected. Nothing develops dishonesty in the farmer like a disadvantageous contract and I think we place our business at their mercy when we enter into contracts with them.

Prof. McCaull of the Ohio University implored the dealers to help and encourage the farmers to grow better corn, to select better varieties.

Prof. Goddard of the Corn Improvement Ass'n admitted he used to grow corn. "I hauled good corn until I discovered the grain buyer was paying as much for poor corn so I selected poorer and poorer corn until the buyer threw out considerable frosted corn and refused to permit it to go into his bins. The buyer suggested that I change my seed and recommend the variety grown by Farmer Scott. I admitted Scott has splendid corn, so I asked what he was paying him for the fine corn. He was paying Mr. Scott the same he was paying me for my poor corn. I admitted I could not see what I would gain by growing the same variety as Mr. Scott. You must look at this question from the farmers' standpoint and solve it, if you want better corn."

After outlining the work of the Corn Improvement Ass'n and pointing out the active part being taken by grain dealers he suggested the offering of premiums for developing varieties which would insure maximum results in the state. It means much for the people of the state. But we cannot bring it about without their help and pledges for ten years.

Prof. Shoesmith: The next Corn Show will be held in this city, the second week of January and committees are now at work. The grain dealers were the most liberal contributors to our premium list last year. Implement dealers refuse this year because they can trace no benefits from last year's contributions. We have arrived at the conclusion that we must depend upon those who profit more from this show. We expect to ask the farmers to contribute and in as much as the grain dealers profit next, we must call on them.

E. H. Culver, Toledo: I have been at stations when some farmers would bring in fine dry corn and others were hauling soft, rotten stuff, yet both were paid the same price. The grain dealer's grief is of his own making. If he will but buy corn by the grades he must sell by, he will encourage and help along the work of the experiment stations and Corn Improvement Ass'ns. You are too hasty in trying to place all the blame on the inspector.

A. Mennel, Toledo: I wish to speak against dealing in grain by the bushel. We

weigh and ship it by the hundred pounds and should buy and sell it by the decimal system. We have the same differences in the weight of a barrel of flour. All should be handled and dealt in by the hundred.

L. W. Dewey, chairman of the resolutions committee, presented the following, which were adopted:

Resolved, That grain of every kind should be bought and sold upon a basis of one hundred pounds instead of a bushel, in other words, substitute one hundred pounds for the bushel as unit of measure in handling all farm products.

Resolved, That the State of Ohio should appropriate at least as much money for the maintenance and support of agricultural colleges and schools, for experiment stations and for the dissemination of useful information as is spent upon the canals.

A vote of thanks was tendered the officers of the Ohio Experiment Station for their excellent addresses.

A resolution advising the organization of a National Bureau of Inspection which shall consist of three members, who shall be selected one by the Grain Dealers National Ass'n, one by the National Hay Ass'n and one by the Millers National Federation, to employ a chief inspector and to arrange for traveling and local deputy inspectors was amended upon motion by E. W. Seeds, so as to eliminate all reference to hay.

J. P. McAllister moved that the resolution be referred to a committee of five to consider and report at the annual meeting. Carried.

Pres. Robinson appointed L. C. Curless, Lima; Grant McMorran, St. Paris; Emery Thierwechter, Oak Harbor; C. S. Behymer, Rockford, and E. W. Seeds, Columbus, as the committee.

A. Mennel called attention to the greater amount of moisture in new wheat and warned those who were holding of probable shrinkage.

Adjourned *sine die*.

Convention Notes.

A splendid meeting.

The newest thing at the meeting was the bridegroom from London—Rea Chenoweth.

Every man received a bar of soap and a Pittsburg Tobie, whether he used them or not. Kent Keilholz and Joe McGaffrey were the donors.

Contracting grain for future delivery by farmers was bumped upon, knocked

down and frightfully mauled. When last seen the practice was headed for Indiana and running like fury.

A. S. Garman met with pleasing success in introducing a new patent of his own invention, an alarm candle designed especially for deaf persons.

Pres. H. W. Robinson of the National Hay Ass'n, and L. W. Dewey, chairman of the committee, met with the Cincinnati receivers who were in attendance and induced them to agree to use their influence in securing permission for a National Hay Ass'n representative to check the grading of the Cincinnati Chamber of Commerce hay inspector in keeping with the resolution adopted at the Cedar Point meeting.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 7 months ending Aug. 1, 1909, amounted to 142,346,821 lbs., against 135,329,653 for the corresponding period of 1908.

Exports of rice, rice bran, meal and polish during the 7 months aggregated 9,432,997 lbs., against 11,236,228 lbs. for the corresponding period of 1908.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 7 months 4,108,383 lbs., against 4,404,721 lbs. during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Hauling Grain to Market with Automobile.

The carriage manufacturers are complaining that the automobile manufacturers are cutting in so much on their business, they must soon abandon the manufacturing of carriages for that of making automobiles. At country points, and especially west of the Rocky Mts., more and more grain is being moved to market by traction engines.

Illustrated herewith is a load of 500 bus. of wheat which was recently hauled nine miles by a steam thrasher engine to the National Eltr. at Argyle, Minn., of which Wm. Coune is agent. If hauling grain to market with steam thrasher engines is economical on the Pacific Coast, it should be even more so east of the Rockies where good roads prevail.



Train of Wheat-Laden Wagons Drawn by Thresher Engine at Argyle, Minn.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

GETTING WEIGHTS AT OMAHA.

Grain Dealers Journal: Regarding the inability of a Nebraska Buyer to obtain weights of grain shipped to our market as stated in this column Oct. 10, I would say it must be thru the fault of some commission house doing business at this point, as it is not any fault of the inspection or weighing departments.

We have our system of inspecting yards so perfected that there is no delay whatever in the inspection of grain unless cars are in bad order or have been diverted from the regular inspection yards. Our system of tallying the grain is also in good condition, and all cars unloaded or loaded at any of our elevators or industries, are promptly reported to my office.

The reports of one day's business will be in my office and certificates will be ready for the different firms by nine o'clock the following morning, and any party, the Omaha receivers, the Omaha shippers or the shippers from the country, can receive the original or duplicate of the day's work without any delay whatever. We do not question whether a man has a right to have a certificate or not, and answer our correspondence promptly, therefore, the reference which has been made in the Journal regarding this market must be from the fact that some of our grain firms are lax in returning account sales to their shippers.—Geo. B. Powell, chief inspector and weighmaster, Grain Exchange, Omaha, Neb.

HOW TO AVOID ERRORS IN WEIGHTS?

Grain Dealers Journal: I would like to receive information thru this column of the Journal as to how to handle claims when the elevator man makes an error and puts into a car one more draft than he accounts for.

Is there any recourse when two cars, one over and the other short the same draft, are shipped to the same party, and the receiver comes back with a weight certificate for the one that was short, and states that the one that was over was taken at your invoice weights and not weighed?

May 29, 1906, I loaded two cars of oats to the Union Elevator Co., of Cleveland, O., which contained 91,410 lbs., but how much in each car I did not know. One car being of 40,000 capacity I billed it 43,000 lbs., and the other a 50,000 capacity car I billed 52,000 lbs. As the oats were sold on Cleveland weights and inspection, I had no doubt that I would get Cleveland public elevator weights as hitherto. For the car billed at 52,000 they sent me certificate showing 43,700 and the other they said they had sold to Sheets Bros. at my invoice, and Sheets Bros. said they sold it to another party at the invoice weight they got from the Cleveland Grain Co. In that way I was out 147.06 bus. of oats. I have been unable to get them to furnish weight certificate for the car

that overran or make any further settlement.

Last February my man made an error loading two cars and got an overdraft of 84 bus. in one car and a shortage in the other of as much. The car that was over 84 bus. I sold to F. G. Heinmiller at Lafayette, Ind., who sold it to Patterson-Noyes Grain Co., of Albion, Mich., who sold, they say, at invoice weight, but when urged for the weight and paid bill of freight it showed 57,700 lbs., yet they contend that it only contained 54,732 and that it contained 3 bus. of white sand, which my man denies. My invoice was 54,400 and that is all I got in settlement so far. For the car that was short I got weight certificate.

I would like to hear from others how to handle these errors, for I know only one man is perfect and I can not get him to weigh my grain and I expect more errors at any time.—J. S. Cameron, Elliott, Ill.

CAN SELLER VOID HIS CONTRACT BY MAKING AN ERROR IN HIS CONFIRMATION?

Grain Dealers Journal: Having a dispute with a shipper who claims no contract was made because mail confirmations failed to reach him in a reasonable time I would like the opinion of brother dealers as to whether I am not right in claiming that the telegrams are binding. The shipper, S, wired me,

"Wire best offer 100,000 bus. No. 3 corn November December shipment."

I wired reply "Bid 59 first half November; 58½ last half November; 58½ first half December, and 58 last half December for No. 3 corn or better, Galveston terms. Answer by telegraph immediately."

Shipper, S, wired the following acceptance "Book 15,000 bus. No. 3 corn 58½ last half November; 20,000 bus. 58½ first half December; 15,000 bus. 58 last half December, Galveston terms."

I claim that this last telegram of acceptance from shipper, S, naming the positions and price exactly as per my bid closed the contract as it is not usual to confirm an acceptance of your bid unless the party asks for it and the contract is really made if he accepts in reasonable time.

S claims that his duplicate confirmations having been misdirected by me to another city arrived so late that there is no contract. The facts on which S bases his contention are that S in confirming his acceptance erroneously used the prices of last half of November on first half of December sale, and first half of December on last half, etc. After mailing his erroneous confirmation S received my correct confirmation of his correct telegram of acceptance, and discovered his error. I discovered his error on receipt of his confirmations, but I misdirected the letter returning them to another city, from which they were returned to me and sent to S a month later. S then returned the confirmations to me stating they had been received at too late a date, and called attention to a printed notice on his confirmations that "I will not consider order booked until duplicate confirmation attached herewith has been signed by you and returned to me immediately."

I believe all contentions of Mr. S are disposed of by the fact that my contracts were received by him in accordance with his wire acceptance, and as I wrote a letter when sending the contracts he had all the evidence he could want even after he

had returned my contracts that he thought were in error.

Of course it was unfortunate that the contracts were mailed to the wrong city, but the real contract was the telegram, and I could no more have canceled this without Mr. S's consent than he could cancel without mine.—Buyer.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

EVERYTHING SHOULD BE KEPT OUT OF POLITICS.

Grain Dealers Journal: Referring to the article in the last number, page 445, "Federal Inspection Would Not Eliminate Politics," I will say that we do not look with favor on federal inspection. We think everything should be kept out of politics if possible. On the other hand, the present inspection as carried on by the different Boards of Trade or Chambers of Commerce is unsatisfactory and is not uniform. In fact, it never will become uniform. Uniform rules for the grading of hay have been in effect for several years, but the difference in the application of the grades is as great now as it was when uniform rules were first promulgated.

The writer has suggested the inauguration of a Bureau of National Inspection, this bureau to consist of three members, one each to be selected by the Grain Dealers National Ass'n, The National Hay Ass'n and The Millers National Federation. All shippers, receivers and millers would be represented and such an inspection should therefore be fair and impartial. Such a bureau would have control of the inspection in all of the cities and terminals, and inspection could easily be made uniform. Uniformity will be impossible unless we have some such central authority.—L. W. Dewey, of Dewey Bros. Co., Blanchester, O.

EQUAL PUBLICITY FOR QUOTATIONS OF DIFFERENT MARKETS.

Grain Dealers Journal: I am making an earnest endeavor to have the grain markets published in all of the newspapers in the form of a column of names of the markets followed by the figures, the different grains being given separate tables.

This arrangement gives a comparison of the various markets every day, under the same head.

What St. Louis is trying to accomplish is to get a square deal for all the markets on the same basis.

We are also endeavoring to induce the associated press to print these reports in the places where they are really needed. For instance St. Louis' report does not get into Kansas and Oklahoma at all, and we are grinding about 125 cars a day of hard wheat.

From our point of view it would seem much better for the grain shipper to send his grain to a consuming market and draw it away from a purely speculative

market, if he cares to sustain the price. By giving it a moment's thought one can see why it is that all of the markets should be compared daily over the whole territory. This, as I see it, will come nearer to unifying the sentiment and eliminating prejudice than any other one thing. Something practical must be devised to do the work.—Bert Ball, mgr. Publicity Buro, Merchants Exchange, St. Louis, Mo.

CAN BUCKET-SHOPPERS REFORM?

Grain Dealers Journal: The injunction granted the Chicago Board of Trade last week restraining Francis J. Miner from using the continuous market quotations in his bucket-shop known as the Merchants Stock & Grain Co., of St. Louis, is of interest thru Mr. Miner having been a member of the Chicago Board of Trade, doing a grain brokerage business under the name of Miner & Co., with offices in the Postal Telegraph bldg., Chicago.

While it may seem strange that a member of the Board should later choose to herd with the bucket-shops, a close study of the circumstances exposes the reasons which no doubt impelled Mr. Miner to dispose of his membership in the legitimate institution.

Among the race track gamblers and election bettors infesting St. Louis, one Cella was a favorite because he always paid his wagers. At the head of the Cella Commission Co., doing a bucket-shop business in wheat and stocks was Francis J. Miner, who three years ago found his occupation gone when the Cella Commission Co. was enjoined from using the market quotations of the Chicago Board then winding up a vigorous campaign against these frauds begun under the administration of Wm. S. Warren with John Hill, Jr., as alert aide de camp.

Mr. Miner thereupon as an individual made application for membership in the Chicago Board of Trade, was admitted, and conducted a legitimate commission business, abiding by all the rules of the Board.

To all brokers, legitimate and illegitimate, comes a steady stream of money as margins deposited by speculators. In the case of the legitimate broker, whose orders are executed in the pit the speculators' money is paid to the farmer who

holds for the rise and the miller who buys grain when it is cheap. In the case of the bucket-shop, however, none of this vast stream of lucre gets any farther than its till. Comparing the profits of the two methods of handling orders it is not surprising that Mr. Miner decided again to return to the bucket-shop fold.

Mr. Miner was not expelled, or suspended or disciplined. He simply sold his membership and engaged in the bucket-shop business on a still larger scale, the Merchants Stock & Grain Co. being credited with operating 400 branch bucket-shops.

How to retain the vast sums of money pouring thru their coffers is a problem that has engaged the attention of some of the brightest minds on every grain exchange. One of the means suggested is that the broker immediately upon executing a buying order in the pit sell an equal quantity at the market.

Another method which is openly practiced is for the heads of the firm to pose as speculators and trade in large quantities for their own account. Whether this is virtually doing a bucket-shop business depends upon how closely the head of the firm makes his trades match those of his customers. It would seem legitimate for the wealthy head of a commission firm to take an occasional flyer in the market, but firms the heads of which are reported to be constantly in the market on one side or the other should be given no orders to execute by those who desire to encourage legitimate commission brokers.—B. N. H.

SOUTHEASTERN BUYERS STAND BY CONTRACTS.

Grain Dealers Journal: In the Convention Number of your Journal of the 10th we note a letter from The Howe Grain & Merc. Co. of Howe, Texas, regarding the acceptance of oat contracts by Southeastern dealers when the oats had declined about 10c per bushel.

The firms mentioned at Montgomery, Ala., are not the only dealers in that territory who accepted the oats at contract price.

We had several cars of oats sold to the Eufaula Gro. Co.; the Columbus Gro. Co., J. C. Mitchel, Columbus, Ga.; Dicks & Holmes at Augusta, Ga., and several other good firms in the Southeast at a very

high price, and when the oats were delivered they could have been bot for about 10c per bushel less than contract price, but all these good people stood by their contracts and accepted the oats.

In the writer's experience of 12 years shipping oats to the Southeast I have never had but one car of oats refused that was up to grade sold, and this car was at Savannah.

Most of the trouble with the Southeastern trade and the Texas and Okla. shippers is the fault of the shippers not getting their shipments out according to the terms of their contracts and we know of several shippers who failed to deliver oats in this territory when the market went against them.—Yours truly, Altus Alfalfa Milling Co., per J. A. Walker, Secy., Altus, Okla.

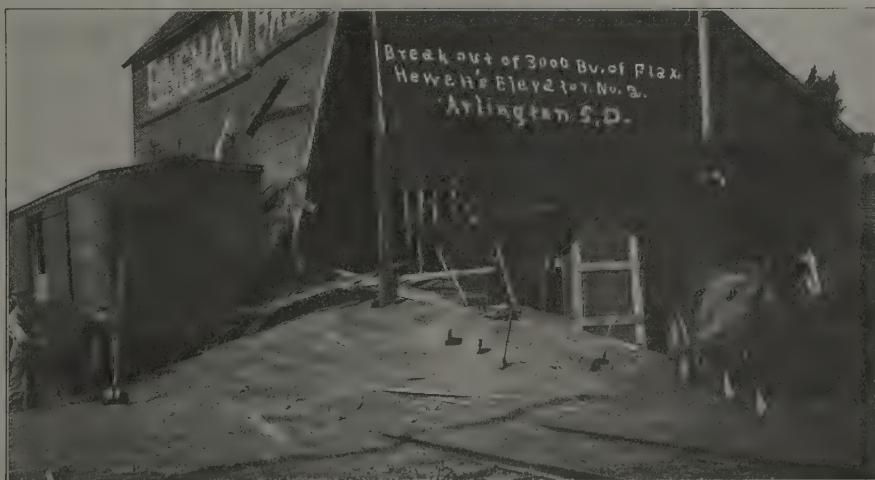
Flax Bursts a Studded Elevator.

Flax is the most difficult seed to retain in storage of all the grain or seeds handled in bulk. It was flax that burst the first concrete elevator erected at Duluth. When flax in large quantities is stored in bulk in a studded house, the product of a barn builder, what is to be expected? Exactly what is shown in the engraving given herewith, representing a bursted elevator at Arlington, S. D.

Over 3,000 bus. of flax had been stored in a bin on the opposite side of the elevator to that shown in the engraving. The inside of the bin burst out, and the seed rushed forth with such force as to crush through the corner of the elevator, as if it were paper.

Even the freight car on the side track was lifted from the rails. The 1½ inch tie rods passing through the building were quickly pulled from their anchorage. Fortunately, good weather prevailed, and most of the seed was saved.

Herbivorous treatment as a cure for pellagra has been suggested by a native African, graduate of Cambridge, Eng., who is studying at Durham, N. C., to become a medical missionary. The native Africans he asserts, cure 90 per cent of pellagra cases by such methods. He has given the formula to physicians of North Carolina who will experiment with it as a cure for the disease. The malady has been widely prevalent in that state.



Pile of Flaxseed and Wrecked Elevator at Arlington, S. Dak.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Regina, Sask., Oct. 1.—The final crop bulletin for the year for Saskatchewan places the acreage in wheat at 3,912,497; estimated yield to the acre, 21.49 bus.; total, for the year, 84,095,050 bus. For oats the acreage is placed at 2,192,416; estimated yield per acre, 46.90 bus.; total estimated yield, 102,821,244 bus. Acreage of barley is estimated at 235,463; estimated average yield to acre, 34.10 bus.; total estimated yield, 8,030,229 bus. Flax acreage under crop was larger than the barley acreage, it being estimated that 278,835 acres were under cultivation with estimated yield per acre of 13.96 bus. and a total estimated yield of 3,893,306 bus.

Ottawa, Ont., Oct. 20.—Quality is the feature of the field crops of Canada as indicated by the reports of correspondents at the end of September. Compared with reports at the same date last year, the average quality of spring wheat is 82.55 to 75 per cent of a standard, of oats 83.97 to 75, of barley 81.22 to 71, of rye 81.29 to 73, of peas 81.34 to 63, of beans 92.32 to 75, of buckwheat 86.01 to 74, of mixed grains 89.28 to 75, of flax 86.97 to 68, and of corn for husking 83.77 to 82. In the Northwest provinces, where the bulk of the field grain is produced, the averages of quality are uniformly high. Compared with last year, spring wheat in Manitoba is 87.28 to 81 per cent of a standard, oats 86.07 to 73, and barley 85.59 to 68. In Saskatchewan wheat is 92.35 to 61, oats 94.01 to 67, and barley 91.23 to 58. In Alberta spring wheat is 89.05 to 77, oats 90.20 to 84, and barley 84.18 to 70.—Archibald Blue, Chief of Census and Statistics Office, Dominion Dept. of Agri.

IDAHO.

Nampa, Ida.—Hay crop is good; grain just a trifle short.—Fay Malone.

Sweetwater, Ida., Oct. 19.—Crops are about all delivered to warehouses, only about 10,000 more sacks to come in to this station. Farmers are busy seeding and what grain is up looks fine.—Pete Muench, agt. J. Alexander Co.

ILLINOIS.

Palmer, Ill., Oct. 22.—The new crop of corn is not considered very good here.—Fay R. Best, mgr. Farmers Grain Co.

Tuscola, Ill., Oct. 7.—Crops hurt by dry weather, but will have good fair crop of corn and an early movement.—F. M. Powell, representing A. R. Sawers.

Ashmore, Ill., Oct. 8.—Corn 5% better in quality than last year. Oats and wheat all marketed. More wheat sown this fall than in 15 years.—C. R. Mitchell.

Argenta, Ill., Oct. 7.—Farmers won't sell corn below 50c. They say "When it gets back to 50c will sell you some." They will hold until next summer.—H. C. Clark, of Clark Grain & Eltr. Co.

Florence Station, Ill.—Farmers in this vicinity have as much as 15,000 bus. of old corn back yet, which they report they are going to hold for feeding. They will have oats for higher prices, as they can well afford since they have good bank accounts from good crops and high prices in the past. Never before have the granaries in this locality held as many oats. Pastures are fine and grass will be good until snow season.—A. W. Walls.

INDIANA.

Flora, Ind., Oct. 16.—Corn is coming out in good shape and will be a good crop.—Harry Catron.

Lyons Station, Ind., Oct. 7.—Most of the old corn has been fed. We will have a good movement of new corn this fall.

Mulberry, Ind., Oct. 8.—Big crop in corn, best in years. Oats big crop but poor quality. Fair yield of wheat; quality poor.—S. A. Miller, the Jay Grain Co.

Yorktown, Ind., Oct. 6.—Corn crop will be 10% larger than last year, quality fair. Oats acreage will be same as last year, with good quality. Wheat looks bad, acreage same as last year.—John S. Huffer.

Brookville, Ind., Oct. 4.—Wheat is very poor in this locality and prospects for starting the next crop are not good; it is

entirely too dry. Corn crop seems good and is maturing nicely.—J. H. Masters & Son.

Frankfort, Ind., Oct. 6.—Crops are fine, best we've had since 1896. Corn crop is good. Oats crop is fair and owing to heavy rain there will only be 35 bus. per acre.—J. T. Sims, Frankfort Grain Co.

Indianapolis, Ind., Oct. 19.—The gradual increase in the price of wheat caused a much larger sowing than usual throughout the state, finished last week. Recent general rains have benefited the growing crop, allowing it to take deep root before the winter.—F.

Indianapolis, Ind., Oct. 7.—I have just been over a good part of Ohio and southern Indiana and found wheat looking good; but acreage reduced in consequence of dryness. Elevator men feel good about the prospect for good hard corn.—T. H. Holt of Millers National Insurance Co.

Indianapolis, Ind., Oct. 4.—Seeding of winter wheat is approaching the end. The general rain of two weeks ago put the soil in excellent condition and the drilling has progressed steadily, with every indication of a full acreage. New corn brought into the local market during the week was in good condition, well conditioned, hard and solid. It sold at 55¢ a bushel. Receipts of old corn were larger than usual, the ruling price being 78¢ a bu. There is an active demand for all grades of hay and light receipts of shelled oats made the price 39 to 40 cents a bushel. Dealers are anticipating a renewal of old wheat deliveries as soon as the seeding is finished. It is known that weevil and other pests threaten damage to wheat in some localities and for this reason the wheat will be put on the market.—F.

IOWA.

Robertson, Ia., Oct. 18.—About ¾ of a crop in this section; holding for higher prices.—J. W. Zubell, mgr. for Geo. Wadsworth.

Davenport, Ia., Oct. 7.—Crops are good. Hard to say how farmers will look at the lower prices. Do not look for any rush of corn, which is in good fine condition to handle. Oats movement hardly started yet.—D. Rothschild of D. Rothschild Grain Co.

Des Moines, Ia., Oct. 10.—Only 21% of the farm surplus of the last oat crop has left the farmers' hands compared with 47% one year ago; 93% of the surplus corn has been sold; 86% of the corn was matured Oct. 1 with only 3½% damage by frost. The average yield per acre of corn as reported Oct. 1 is 33.8 bus. compared with 33.6 bus. reported Sept. 1, thus verifying the estimate of the Iowa corn crop as made Sept. 1 so far as yield per acre is concerned. Our estimate of the acreage of corn as compiled from grain dealers' reports stands at 7,564,401 acres, thus giving Iowa a crop of 253,718,753 bus. It should be understood, however, that the acreage figures used this year are based on the township assessors reports of the 1908 crop. Our comparison percentage estimate as compiled from the reports received from the grain dealers showing about 5% less harvested acreage this year than last year, thus it will be understood that the acreage basis this year is revised and that the comparison with last year's estimate is affected accordingly. The government will no doubt revise its acreage basis very materially when the next census reports are compiled and we believe it is altogether improbable for Iowa to have in fact over 9,000,000 and Illinois over 10,000,000 acres of corn this year as estimated by the government. The consumption of the corn crop by hogs will be 91% compared with last year based at 100. It is estimated that the aggregate shipments this year will be 87% as compared with last year based at 100.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

KANSAS.

Tescott, Kan.—Here is an old grain buyer's opinion of this year's crop in Kansas: It has been overestimated at 73,000,000 bus. Were it that much wheat as we had last year it would make 2,628,000,000 lbs. of flour; but it is not; it is only good enough to make 1,998,000,000 lbs. of flour. If we cut the number of bushels of our wheat down to make it grind as much flour as it did last year, we will have only 48,770,000 bus. If there are many places in our country like this section, we will not have any surplus wheat. We can figure on corn similarly; for it will require 1 1/3 bus. to feed as far as one bus. of corn fed last year.—A. L. Crist, agt. Hoffman Eltr. Co.

KENTUCKY.

Dycusburg, Ky., Oct. 4.—In our locality the prospects for wheat this coming year are good, and a large crop of all grain is expected.—C. H. Cassidy, mgr. Dycusburg

MICHIGAN.

Detroit, Mich., Oct. 23.—Everything considered conditions are much the same as last year. Wheat was planted under very discouraging conditions, a driving wind sending clouds of dust, making successful seeding impossible. The continued dry weather took much of the fertility out of the surface soil. As a result farmers are now hoping for as favorable spring as the last one, and it is thought next year's wheat crop will be as large, if not larger, than the last year. In the event of a wheat crop being an apparent failure much additional land will be devoted to the culture of other grains. Beans are yearly growing in favor, many farmers considering beans the most paying crop they can grow.—B.

MINNESOTA.

Pine Island, Minn.—Our crop is very light; barley going 20 to 25 bus. per acre; oats 30 to 40 bus.; they are heavy; not much flax; wheat good, average yield 20 bus.; rye good quality.—Jas. Krache, agt. G. W. Van Dusen & Co.

Wylie, Minn., Oct. 19.—Threshing is practically done; flax crop virtually a failure in this section as the average was about 4 to 7 bus. A larger quantity of grain has been delivered here during the last 60 days than for any similar period for the last 3 years.—The Wylie Farmers Eltr. & Merc. Co.

Morgan, Minn., Oct. 16.—Have taken in nearly 50,000 bushels of grain up to this time. Crops are good here but not moving very freely yet; flax is a short crop but good what there is of it; barley not very good, feed mostly; rye is good; handled 14,000 bus. so far.—Morgan Farmers Eltr. Co., J. W. Conrad, agt.

MISSOURI.

Columbia, Mo., Oct. 13.—The Missouri State Board of Agri. has received corrected returns for the wheat and oat crops, acreage and yield for the year 1909, and compared with the crops of 1908 the state makes a very favorable showing. The acreage of the whole state for 1909 is 1,300,005; for 1908 it was 1,297,728. Total production in 1909 is 27,502,879 bus.; for 1908 it was 20,684,819. For a number of years the acreage devoted to the oat crop has gradually decreased, until this year there was sown only 698,653 acres; in 1908 the acreage was 717,286; total production in 1909 is 18,808,578; in 1908 it was 11,901,440. Northeast Missouri produces more oats than any other section, with southwest Missouri following. The total crop this year is approximately 58% more than the crop produced in 1908.—Geo. B. Ellis, sec'y Missouri State Board of Agri.

NEBRASKA.

Randolph, Neb.—Farmers will begin shocking corn next week; corn crop will not be as large as first thought.—E. A. Bailey, agt. Atlas Eltr. Co.

Manley, Neb.—Wheat all sown and coming up. Getting a little dry for pastures. Some old corn in this section. All claim the new corn will not average more than 25 bus. to the acre. Oats threshing now on and will average about 20 bus. Good quality. Corn, all say, will be light and chaffy.—W. B. Essick, mgr. Manley Co-op. Grn. Ass'n.

Saronville, Neb., Oct. 19.—Very little grain moving here at present. Farmers are holding for higher prices. About 50% of the wheat has been marketed. Acreage of winter wheat sown is about the same as last year and is in good condition. As our corn crop is only about 30% of a full crop it will nearly all be used for feed. The oats crop was fair, but not much more is raised in this vicinity than is required for feed.—Robert Anderson, agt. Saronville Farmers Grain & L. S. Co.

NEW YORK.

Highland Mills, N. Y., Oct. 22.—Corn is good crop this section; more acreage than usual judging from my observations. Husking began early and crop in fairly good shape and ripe. Oat crop poor; wheat and rye look good but very little sown.—George Cromwell.

NORTH DAKOTA.

Dickinson, N. D., Oct. 9.—Grain has not commenced to move very fast here as yet.—F. J. Lytle.

Heising, N. D., Oct. 15.—The crop in this vicinity was very light this year, owing to hot winds.—X.

Woods, N. D., Oct. 23.—Grain movements are slow here at present, as all the farmers are busy plowing. Only about one-third of the crop marketed so far.—J. H. Jorgeson.

Hunter, N. D., Oct. 3.—Threshing is just about completed in this locality; crops of all kinds did not turn out what farmers counted on; average yield, I estimate, is from 12 to 14 bus. to the acre of wheat; oats from 40 to 60; barley and flax very light crop.—H. Limburg, mgr. Farmers' Bstr. Co.

OHIO.

Verona, Ohio, Oct. 6.—Corn acreage will be better than last year and of good quality. Oats acreage will be 10% larger last year with a small yield, 20 to 40 bus. to acre. Wheat will be two-thirds of a crop and of very poor quality.—P. D. Werts.

Springfield, O., Oct. 5.—Wheat crop is poor quality. Oats are also poor, on account of storms, which also hurt shock wheat. Good corn crop. We will probably be handling the crop first of November. Corn ripened late, which makes late seeding. In need of rain badly now.—W. E. Tuttle & Co.

Huntsville, O., Oct. 19.—Corn about three-fourths of a crop; from 40 to 50 bu. to the acre. No wheat; oats one-half crop; 25 to 40 bus. to acre.—J. C. Miller & Co.

Middle Point, O., Oct. 18.—New ear corn is dry enough to ship on short hauls in cattle cars; crop will average about half compared with last year's.—H. G. Pollock, sec'y and treas. Pollock Grn. Co.

OKLAHOMA.

Renfrow, Okla., Oct. 22.—Corn crop about an average, but light weight owing to drouths in August; wheat fully three-fourths out of farmers' hands. No oats to ship to speak of.—J. W. Reser.

PENNSYLVANIA.

From all reports the buckwheat situation in Pennsylvania is in bad condition. Long continued drought has wrought ruin in many places, and is a matter of grave concern to growers of this grain.—Baltimore Produce Report.

SOUTH DAKOTA.

Alpena, S. D.—Crops about an average with last year.—Mason Smith, agt. A. H. Betts.

Cavour, S. D.—Grain crops are not as good this year in this neighborhood as the previous year.—Ostrooft Eltr. Co., J. V. O'Connell, agt.

Kaylor, S. D., Oct. 21.—Small grain is not over one-half crop here this year; corn about the same as last year but will not be as good a quality.—J. C. Welmer, agt. A. A. Truax.

WASHINGTON.

Wapato, Wash., Oct. 9.—Grain crop is very light in this section on account of a very dry summer.—Carver-Shadbolt Co.

Spokane, Wash., Oct. 18.—State Grain Commission statistics show that 2,995,000 acres of land in Washington, devoted to the production of cereals, yielded in 1909 a crop of 49,500,000 bus., of which 35,100,000 was wheat, 9,300,000 oats and 5,100,000 barley. Twenty bus. to the acre was the average for wheat, while oats and barley averaged 60 bus. each. The average prices paid during the last ten years were: Wheat, 60c; oats, \$1.10 per cental, and barley \$1 per cental.

William W. Cargill Dead.

W. W. Cargill, foremost citizen of La Crosse, Wis., grain operator, capitalist and philanthropist, died at his home in that city Sunday morning, Oct. 17. At his bedside were his wife and three of his four children, one daughter, Mrs. F. M. Hanchette, being in Switzerland.

Mr. Cargill's illness extended over a

period of about ten days. He was taken ill while visiting in Valier, Mont., and immediately started home. Infection of the digestive organs was the diagnosis of the physicians and after all danger from this source had been eliminated pneumonia set in with fatal result. In 1904 Mr. Cargill suffered a stroke of paralysis and since that time he had been practically retired from business. He was at his office much of the time but also traveled considerably, seeking recreation.

William W. Cargill was born on Long Island, N. Y., Dec. 15, 1844. His father, W. D. Cargill, was a native of Scotland and his mother, whose maiden name was Edna Davis, was born on Long Island. His father, in early life, was a sea captain and subsequently became the owner of several vessels. In 1856 he removed to the west with his family "to keep the boys off the water." The family settled at Janesville, Wis., where the father, during the remainder of his life, engaged in agricultural pursuits.

Mr. Cargill received his education largely at Janesville and Milton, Wis. In 1865, when he was 21, he went to Minnesota, where he became interested in the grain trade, first at Austin and later at Albert Lea. In 1875 he removed to La Crosse where he continued in the grain business, his transactions extending over the states of Wisconsin, Iowa, Minnesota and the two Dakotas. His activities were not confined to the grain trade, however, as he became identified with many other prominent business enterprises. He was owner of the W. W. Cargill Co., of La Crosse, the Cargill Elevator Co., of Minneapolis, and the Superior Terminal Elevator Co. of Superior. He was also the owner of the Sawyer & Austin Lumber Co. of Pine Bluff, Ark., and the La Crosse & Southeastern railroad, besides being interested in all the local public utility corporations and numerous other corporations in La Crosse and elsewhere. He owned large tracts of land in Mexico and British Columbia. He was a member of the Masonic fraternity, the La Crosse Club and the Country Club, and belonged to the La Crosse Board of Trade, the Chicago Board of Trade, and the Union League Club of Chicago. He also was a member of the First Presbyterian church of La Crosse and a generous contributor to its work. He also gave liberally to other denominations and nonsectarian institutions.

In memory of his father Mr. Cargill had erected at Janesville, his old home, a fine Methodist church. He paid the entire cost of construction and the congregation bestowed upon the handsome edifice the name of Cargill Memorial church. In behalf of the sons and daughters of his old neighbors and friends in Albert Lea, where he lived in the early '70's, Mr. Cargill built a handsome addition to the Albert Lea College. This building has been named Cargill Hall. The extent of Mr. Cargill's private charities was very large and their full extent never will be known. Hundreds of persons have been assisted in a financial way while subscriptions to philanthropic societies were always generously given.

On Oct. 1, 1868, Mr. Cargill was united in marriage with Miss Ella T. Stowell, whose home was near Madison. To this union were born the following children, all of whom survive him: William S., Mrs. J. H. MacMillan, Mrs. F. M. Hanchette and Austin S. He also is survived by two brothers, Sylvester and James, of Minneapolis, and one sister, Mrs. Margaret Barker, of Janesville.



William W. Cargill, La Crosse, Wis., Deceased.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, and protected by copyright, are the following:

GRAIN AND GRAIN PRODUCTS.

P R R, ICC No GO-1364, ex-lake grain for domestic use, from Buffalo, N. Y., to stations on P R R and connections; effective Nov. 15.

L S & M S, Sup 9 to ICC No A2244, grain and grain products, from Chicago and rate points to points in C F A territory; effective Nov. 15.

P C & St L, Sup 9 to ICC No P126, grain and grain products, from stations on P C C & St L to points in C F A territory; effective Nov. 15.

Vandalla, Sup 1 to ICC No 2371, grain and grain products, from Peoria, Ill., to points in C F A territory; effective Nov. 6.

Cin B & C, ICC No 120, grain and grain products, from stations on Cin B & C to points reached via Lehigh & Wabash Desp; effective Nov. 12.

L V, ICC Tariff No B4685, grain, in bulk, ex-lake, at and east of Buffalo, N. Y., to points taking New York, Philadelphia and Baltimore rates; effective Nov. 7.

Ann Arbor, ICC No A182, grain, grain products, from stations on Ann Arbor and connections to points in West Virginia; effective Nov. 15.

S W Trf Com, ICC No 651, grain, grain products, seeds, hay and straw, between points in Oklahoma and points in Texas; effective Nov. 16.

K C Sou, ICC No 2655, grain, grain products, seeds, hay and straw, between Missouri River points and stations on K C Sou and Stations on Mo & Nor. Ark R R; effective Nov. 16.

A T & S F, ICC No 4995, grain, grain products and hay, from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan., to Galveston, Texas City, Port Bolivar, Tex., for export; effective Nov. 18.

C & N W, Amend 28 to ICC No 6222, grain, grain products, from Chicago, Milwaukee and Waukegan to points in Illinois; effective Nov. 15.

Ind Harb, ICC No 207, grain and grain products, between points in Illinois and Indiana, and Chicago, Ill., stations; effective, in Illinois, Oct. 8; interstate, Nov. 15.

Wabash, Sup 2 to ICC No 1220, corn and oats, from Des Moines, Ia. (when from beyond) to Little Rock, Pine Bluff, 18c, and Texarkana, Ark., 23½c; effective Nov. 14.

Wabash, ICC No 2056, grain and grain products, from Council Bluffs, Ia., Omaha and South Omaha, Neb., when from beyond to points in Arkansas on St L S W; effective Nov. 7.

M K & T, Sup 2 to ICC No A3141, grain, grain products, seeds, hay and straw, from stations in Illinois, Kansas, Missouri and Oklahoma to stations on C R I & P and connections; effective Nov. 14.

Ill Cent, Sup 9 to ICC No A6781, grain and grain products, from stations on Ill Cent, also stations on Ind Sou in Illinois and Indiana, to points in Louisiana, Mississippi and Arkansas; effective Nov. 8.

W T L Com, Amend 46 to ICC No 457, grain and grain products, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior and Ashland, Wis., to Ohio River crossings; effective Nov. 15.

M St P & S S M, ICC No 2565, corn, oats, rye, wheat and seeds, from stations in North Dakota and Minnesota to Minneapolis and rate points; effective, in Wisconsin, Oct. 16; interstate, Nov. 16.

C M & St P, ICC No B1917, wheat, from points in Minnesota and Superior, Wis. (on shipments from beyond), to be milled or cleaned in transit, for Chicago, Ill., or Milwaukee, Wis.; effective Nov. 14.

Mo Pac, Sup 1 to ICC No A1170, grain, grain products, seeds, hay and straw, from St. Louis, Carondelet, East St. Louis, Du Po, Cairo, Gale, Thebes and Memphis to points in Arkansas; effective Nov. 15.

Ill Cent, Sup 2 to ICC No A7543, grain, grain products and seeds, between Chicago, Ill., and Milwaukee, Wis., and rate points and stations on Ill Cent in Iowa, Minnesota and South Dakota, also Omaha and South Omaha, Neb.; effective Nov. 15.

Ill Cent, Sup 7 to ICC No A6625, barley, corn, oats, rye and wheat, from stations on Ill Cent in Illinois, Indiana and Wisconsin, also St. Louis, Mo., and Paducah, Ky., to points in Illinois; effective, state, Oct. 11; interstate, Nov. 11.

Ill Cent, Sup 12 to ICC No A6873, grain and grain products, from Council Bluffs, Ia., Omaha and South Omaha, Neb. (originating beyond), to stations on Ill Cent in Illinois, Wisconsin, Iowa and Minnesota, also Ind Sou stations in Illinois; effective Nov. 15.

C R I & P, Sup 32 to ICC No C7679, grain, grain products, broomcorn and seeds, between points in Missouri, Kansas, Nebraska and Iowa and stations in Kansas, Nebraska, Colorado and Oklahoma; also between stations on C R I & P in Kansas and Nebraska and stations in Colorado; effective Nov. 15.

C & A, Sup 5 to ICC No 1352, wheat, flour, 20c; corn, cornmeal, 18c, from Kansas City, Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Louisiana, Marshall, Mexico, Odessa and Slater, Mo., to Texarkana, Ark.; effective Oct. 26.

Ill Sou, Sup 3 to ICC No 378, grain, grain products, from stations on Ill Sou to Boston, New York, Philadelphia, Baltimore and rate points adding to list of participating carriers; effective Oct. 25.

C M & St P, Sup 1 to ICC No B1763, barley, corn, flaxseed, oats and rye, from St. Paul, Minneapolis, Minnesota Transfer, Union Elevator B, Duluth, Minn., and Superior, Wis., to stations on Northern division, index 462 to 510, inclusive, 7½c; effective Nov. 1.

C & A, Sup 2 to ICC No 161, corn and articles taking same rates, from Glasgow, Mo., to Chicago, Ill., and rate points, 11c; Peoria, Ill., and rate points, 9½c; wheat and articles taking same rates, from Glasgow, Mo., to same points, 12c and 10½c, respectively; effective Oct. 27.

Gt Nor, Sup 1 to ICC No A3045, 1 A3083, grain, grain products, between Naomli, S. D., and St. Paul, Minnesota Transfer, Minneapolis, Minn., 12c (except flaxseed, 15c); flaxseed, to Duluth, Cloquet, Minn., and Superior, Wis., 19c; other grain and products, 16½c; effective Oct. 31.

Mo Pac, ICC No A1198, grain, grain products, seeds, seed products and broomcorn, from points in Colorado, Kansas, Missouri, Nebraska and Oklahoma to stations in Tennessee, Illinois, Missouri, Kentucky, Louisiana, Mississippi, Alabama, Florida and points in Louisiana; also basis for making rates to southeastern and Carolina territories; effective Nov. 2.

C B & Q, ICC No 9741, grain, grain products and seeds and articles taking same rates between Kansas City, Mo., Leavenworth, Kan., St. Joseph, Mo., Nebraska City, Omaha, South Omaha, Neb., Pacific Junction and Council Bluffs, Ia., also between same points and stations in Illinois, Missouri and Minnesota, also stations in Iowa and Missouri; effective Oct. 25.

EXPORT.

P R R, ICC No GO-1365, ex-lake grain, for export, to points in New York, Pennsylvania and Maryland; effective Nov. 15.

Cin B & C, ICC No 123, grain and grain products, from stations on Cin B & C and connections to eastern and seaboard points (for export); effective Nov. 18.

Wichita F & N W, ICC No 8, wheat and wheat products, corn and corn products, from stations in Oklahoma to Galveston, Tex., for export; effective Nov. 13.

C I & Sou, Sup 2 to ICC No 1173, grain and grain products, from points on C I & Sou and connections to eastern points (for export); effective Nov. 15.

Minn & St L, Sup 6 to ICC No 2071, flaxseed, grain and grain products, from Minneapolis, Minnesota Transfer, St. Paul and rate points to gulf ports, for export; effective Nov. 11.

K C M & O, Sup 2 to ICC No 104, grain, grain products, from stations in Kansas and Oklahoma to Galveston, Tex., Algiers, Gretna, New Orleans and Westwego, La., for export; effective Nov. 20.

A T & S F, Sup 5 to ICC No 4693, grain and grain products, from points in Kansas, Colorado and Oklahoma, also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., for export; effective Nov. 20.

K C Sou, ICC No 2658, grain and grain products, from Omaha, South Omaha, Neb., and Council Bluffs, Ia., to Galveston, Tex., Gretna, New Orleans and Port Chalmette, La. (for export); effective Nov. 16.

ELEVATION AND TRANSIT.

Pa Co, ICC No F182, rules governing the handling of grain through transfer elevator at Bourbon, Ind.; effective Nov. 15.

L H & St L, ICC No 571, grain, elevation allowance and transfer, at points on L H & St L; effective Nov. 9.

Nor Pac, Sup 1 to ICC No 4149, grain, grain products, seeds, hay and straw, rules governing allowance for grain doors; effective Nov. 12.

Mich Cent, ICC No 3747, rules governing charge and settlement of expense for grain doors furnished with grain and products in bulk; effective Nov. 9.

C M & St P, ICC No B1912, wheat, milled in transit at points in Iowa, Minnesota and Wisconsin, when for Chicago or Milwaukee; effective Nov. 20.

Mo Pac, Sup 1 to ICC No A1170, rules and regulations governing furnishing of grain doors, also repairing cars loaded with same at points on Mo Pac; effective Nov. 13.

Ill Cent, ICC No A5951, rates, rules and regulations governing payments for grain doors or linings furnished at stations on Ill Cent; effective Nov. 15.

Vandalla, Sup 2 to ICC No 2390, grain, rules and regulations governing transfer, car service, storage, milling, shelling and transit privileges; effective, state, Oct. 25; interstate, Nov. 15.

Ill Cent, Sup 3 to ICC No 4110, grain, cleaned, clipped, graded, inspected, milled, mixed, sacked and shelled, stored or weighed at Cairo, Ill., and reshipped to stations on Ill Cent and Yazoo & M V and other points in Mississippi Valley territory; effective Nov. 15.

Sensational Rise in Flaxseed Market.

In view of the fact that October flax is up 34c a bushel from the low point and probably 30c a bushel above where two or three millions bushels were sold at, the query naturally arises "who got the money?"

In a nutshell it can be said that the money has gone to buyers of contract oil at 40c.

The loss to the sellers in the Duluth pit is probably pretty close to \$1,000,000 altho of course a great deal of this flax was sold by outsiders as well as by the Duluth people. Practically all of the seed that was bought from 1.40 down to 1.35 was taken by crushers, who in turn were contracting oil for delivery, during the year of 1909 and 1910, from 42c a gallon down to 39c and only retaining for themselves a very small manufacturing margin.

We estimate that the short sales of October and November, so made, were in excess of four million bushels and of course it was a foregone conclusion that the short sellers could only get back their flax from one source and that was the farmer when he got ready to sell.

Many different causes have conspired to delay this selling and there is not now any doubt that the situation was taken advantage of by interested parties to start short sellers covering, but it is also true that they started a conflagration that swept them off their feet as well as everyone else. The flax market now is in a wildly hysterical condition, and promises to remain so for some time to come.—*Commercial Record*.

Roses at Eighty-Four.

Captain James McElroy, one of the veterans of the Chicago Board of Trade whose experience in the grain trade extends over half a century, celebrated his eighty-fourth birthday anniversary Oct. 16. The occasion was made especially memorable to him by the presentation of a bouquet of 84 pink roses, the gift of his friends on the Board. The presentation speech was made by Sec'y Geo. F. Stone of the Board of Trade who said:

"I take great pleasure on behalf of your fellow members of the Chicago Board of Trade in presenting you with this beautiful bouquet and extending to you warmest congratulations upon the occasion of this your eighty-fourth birthday. Comparatively few persons of those I have known in a somewhat extensive acquaintance have attained the age of 84 years and very few of those can turn to such a record of splendid and honorable service as you have rendered in various walks of life—in war and in peace. Thruout your long commercial life your record is an absolutely untarnished one. We congratulate you, sir, upon the possession of those remarkable qualities of mind and heart, even now in full vigor, which endear you to a host of admiring friends."

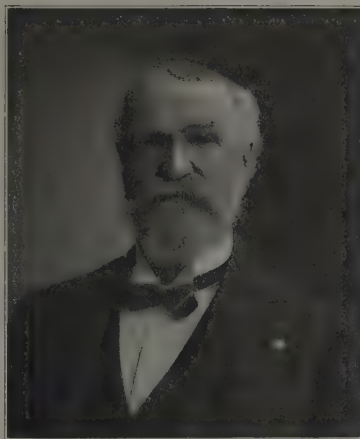
As further proof of the affection in which Captain McElroy is held his office associates of the Geo. H. Sidwell Co. presented a complete new set of desk fittings to him.

Captain McElroy, whose portrait appears herewith, was born Oct. 16, 1825, on a farm in Washington county, Pa., on which he was raised. His father owned five farms and a large steam mill and did the grist grinding for the people roundabout. He also bought wheat, milled it all into flour and sent it to Pittsburg and Wellsburg, Va., by team. When the captain was 21 or 22 he was sent out among the farmers to buy wheat. When his father died the estate was divided up and he took the old homestead farm that had belonged to his grandfather and which later had been taken by Captain McElroy's father. Upon this farm the 12 children of the family all were born.

When Abraham Lincoln first ran for the presidency in 1860 the young man, who later was destined to participate in a conspicuous way in the great civil struggle, organized a battalion of "Wide Awakes." At the beginning of the war he took a company of 100 men made up from his battalion to Wheeling, W. Va., and joined the First Vol. Infantry. With his regiment he entered the field in September, 1861, and thereafter was engaged in very active service, participating in 36 battles in addition to numerous lively skirmishes.

In 1866 Captain McElroy sold his farm in Pennsylvania and with his brother, who owned a large tannery in Washington, Pa., went into the leather, hide, grain and wool business in Davenport, Ia. At that early period the captain bot wheat and barley on the streets of the Iowa town and shipped to Pittsburg, Wheeling, W. Va., and other eastern points. In April, 1874, Captain McElroy came to Chicago and joined the Board of Trade, then located at the corner of Washington and La Salle streets. He had a great many customers in the cash grain business in Iowa and received large shipments of grain from them.

In recalling earlier days on the Board Captain McElroy said: "The changes that have occurred on the Board of Trade since I joined it are wonderful. When I came here and for some years afterwards all deliveries were made by clerks running thru the streets to the offices. That went on for several years but later, when the present building was occupied, that was all changed. The Clearing House was inaugurated and all deliveries since then are made at certain hours right on the floor of the Exchange.



James McElroy, Chicago, Ill.

Other changes have occurred; elevator men began to send out bids for grain which interfered with commission houses who were depending on consignments. This practice has become more extensive until now the large receiving houses are sending out bids daily which has interfered very much with many of the members who formerly did a good business in consignments."

Federation of Grain Exchanges.

Pursuant to the resolution adopted at the Assembly of Grain Exchanges at Chicago in September, John A. Bunnell, pres. of the Chicago Board of Trade, on the authorization of the directors, has appointed the following committee to take such steps as they may deem advisable looking toward the formation of a federation of grain exchanges of the United States and Canada, and report to the board of directors:

S. P. Arnot, Chairman; F. B. Rice, Walter Fitch, W. N. Eckhardt, and Robt. McDougal.

Exports of Breadstuffs.

Our exports of breadstuffs during the nine months prior to Oct. 1 included 2,652,097 bus. barley, 25,193,717 bus. corn, 837,210 bus. oats, 308,572 bus. rye, 26,218,986 bus. wheat and 6,245,877 bbls. wheat flour; compared with 2,749,212 bus. barley, 25,766,534 bus. corn, 606,002 bus. oats, 2,194,960 bus. rye, 67,502,779 bus. wheat and 9,368,721 bbls. wheat flour during the corresponding period of 1908. The total value of all breadstuffs exported during the nine months prior to Oct. 1, 1909, was \$82,651,552 against \$133,492,242 during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Keeping Samples for Comparison.

By J. PEARSON.

Keeping samples of wheat shipped I have found to be a very good practice. Many farmers bring in wheat that is not worth the top price and think it is not as poor as it really is. As most farmers are quite fairminded it is an advantage to be in position to show them the samples.

I remember once that we had considerable very nice wheat in a certain neighborhood where I was buying, and a number of our farmers thought they had No. 1 wheat. To save my life I could not make those farmers believe differently until I sent to Minneapolis for a sample quart of genuine No. 1 hard wheat. When I would place it beside the home-grown the farmer would acknowledge without hesitation, that the difference was there. Since then I keep 8 or 10 samples of home-grown wheat on hand all the time. Common glass fruit jars are very well suited to this purpose.

If a farmer comes in with some bleached wheat and thinks he has the top of the pile, take a handful of it and lay it out beside some choice, bright, clean wheat, and you will have no trouble in convincing him that his wheat is not the best.

We always have a variation in the quality of grain no matter how the season is. This year we have nice wheat, but I bot some yesterday at 60 cents per bu., and at the same time gave a neighbor 89 cents for some; and I am sure the good wheat was the more profitable even at 29 cents more. The first farmer had cut his wheat with a header while it was too green, stacked it and it was stack-burnt nearly as brown as coffee. This is where we grain buyers could do more good by showing samples of wheat as the grain comes forth under different circumstances. Farmers have to be educated along the line of care of grain.

During the past few years wonderful progress has been made in agricultural education, but more stress has been laid upon how to produce than how to take care of it.

Grain buyers will aid the farmers by helping to instruct and by showing samples when farmers are in the office. Let us boost the farmers' institutes and see if we can't get at least one good lecture on care and marketing of grain. Let the lecturer have your samples of wheat to use in illustrating his points. Let the farmers know you have a common interest with them in the production of not only more but better grades of grain.

I received several favorable replies from my ad. in the Grain Dealers Journal and was well pleased.—John Sterrenberg, Canton, S. D.

The Mexican duty on corn temporarily has been suspended in order that the depleted supply of that cereal in the republic may be replenished. Owing to the prevalence of severe drouths thruout the corn belt of northern Mexico, followed later by floods and early frosts, both the growing crops and supplies held in storage have been reduced to such an extent as to entail actual suffering owing to the scarcity of the article and consequent high prices. Special rates on corn shipments have been granted by the Mexican Railway and its southern connections and the indications now are that the movement, usually light, will this year amount to thousands of bushels. The corn crops in some of the southern states of the republic have been plentiful.

Grading Farmers' Grain.

[A paper read by Fred Mayer, Toledo, before the Miami Valley Dealers at Lima.]

As you probably are aware I am not now, nor have I ever been, what is termed a country elevator man. On the contrary, ever since I was a boy of fourteen (I won't say how old I am now) I have been a grain dealer at Toledo. Therefore I can talk to you only as a grain dealer, and merely make suggestions as to what I would do if I were in your place.

Run Business on Business Principles.—To begin with, if I were a country elevator man I would not put so much stress upon the friendship question. What I mean is, that I would not lose money nor take the chance of losing simply to hold the supposed friendship of the farmers who sold me grain, because I believe as a rule they are not true friends. Many of them (I don't say all) would sell their grain to a scoop-shoveler, or an irregular dealer, if they could get a quarter of a cent per bushel more. You could find out your fellows, and they do it right along even tho' that scoop-shoveler is only buying grain a month or so, pays no rent, no taxes or anything else. If the farmers were true friends they would bring their grain to you the year around, because you are there at all times to take it. You would not have the market price, you loan them money and sometimes bags. You keep them posted. You invest money in an elevator, buy a home, pay taxes on both, buy an automobile and pay taxes on that.

I would buy grain from the farmer on its merits, and sell you to all you boys, that is something some of you don't do.

If I were buying wheat I would examine every bag that the farmer had on his wagon, either before I bot it or while it was being unloaded. Some farmers are so very honest and do not want you to know that you are for what they will put the rye in the bottom or center of the bag. I do not say all farmers do this, but I know some who have done it.

I would not pay so much attention to the tester. Because wheat tests 58 pounds does not make it 2 Red. The test is only one of the qualifications. The wheat may be sound and sweet. I have seen wheat that was full of what are called "tombstones" that tested heavy but would not grade 2 Red because these tombstones, or shrunken kernels, are not sound wheat. Because it tests 58 pounds some of you take it as 2 Red. You ship it to Toledo or elsewhere and it does not grade, and then you are not only sore but you lose money.

Look at the general character of the wheat. Do not buy it as 2 Red if it is musty, mixed with rye, contains heated kernels or is light weight. If the farmer says Bill Jones is taking that wheat as 2 Red do not always give in and think he is telling the truth. Probably he thinks he is, but sometimes he imagines a whole lot of things. I know of a case where a farmer had some elegant 60-pound wheat and the shipper paid him \$1.05 for it. Next came a farmer with wheat in it, in my opinion was only No. 4 Red, possibly No. 3, and blamed if the shipper did not pay him the same price. This was wrong and I told the shipper so after the transaction had been made. I did not want to open my mouth while the farmer was there, simply because it was none of my business.

When it comes to buying corn, is there a man here who pays the careful farmer any more money for his well grown, well preserved corn than he does the farmer who has not taken any pains at all? You, as a rule, pay the same price for all corn, good, bad and indifferent, and if you put the soft, mushy, mixed ears with the good, you take a chance of spoiling the whole business and getting cut at the market.

The biggest wrong in doing this is that you do not encourage the farmer who raised the good corn to go on raising good corn. He discovers that the farmer should do, but that he did not get one penny more for his corn, and was getting blamed tired of being so careful; so you see it tells in more ways than one if you pay the same price for all kinds.

Shippers have a very difficult job. I know how hard it is to convince the farmer he is not being robbed, but instead of

the farmer being robbed, I want to tell you that in many instances you shippers are being not exactly robbed, but are giving the farmer more for his grain than he is entitled to. If you are not careful and pay any old price for any old grain the shipper at the next station must do the same, and so it goes on down the whole line.

Pay good prices for good grain and low prices for poor. If the farmer once understands that it does not do him any good to whine and play the baby act, he will not try it often, whereas if you always listen to his tale of woe and pay his price, he will keep it up. You or I would whine and probably even cry for two or three cents per bushel less, but of grain, but in our case even if we did that we probably would not get it.

Kansas Political Inspection Ruled by Grafters.

At Topeka, Kan., Oct. 15, Governor Stubbs made public a report of the new Chief Grain Inspector John T. White, as follows:

During the fiscal year ending June 30, 1908, every item of the appropriations for this department was practically exhausted. Out of appropriations for salaries and contingent fund aggregating \$48,000, but \$509 was left in the state treasury. The fees received by the state amounted to \$2,875.104.35, leaving a net loss of about \$25,000. Fully two-thirds of this loss may be charged up to mismanagement.

The first six months of the next fiscal year also show the same condition of padded pay-rolls and useless and unnecessary employees. However, the months of January and February, 1909, at the beginning of your administration, show a marked decrease in the pay-roll. This occurred before I assumed the office of chief grain inspector, but I understand that it was done at your direction.

In April and May of this year, when I took charge, a further reduction was made. It is apparent that without your intervention the former conditions would have prevailed, but as matters stand the expenses of the fiscal year recently closed amount to only \$43,629.67, showing a saving of \$4,361.04 in the last five months of the year ending June 30.

This writer has been in complete charge of this department for five months, since May 1, 1909. Your attention is requested to a comparison of that period with the corresponding months of 1908. During May, June, July, August and September of this year the total disbursements were \$15,865.55, and for the same months of last year, \$20,262.77, a difference of \$4,397.21.

It should be remembered that the figures for this year include the salaries of inspectors and helpers at Anthony, Wichita, Hutchinson and Leavenworth, none of which are covered in last year's report. The state did not pay salaries at any of the above points last year. The salaries at these stations during the past five months amount to \$2,566.09, which if deducted from my disbursements would have made a total of about \$7,000 in five months of my administration of this office.

In October of 1908 the pay-roll showed 12 inspectors, 17 weighmasters and 11 helpers in Kansas City. This month we are employing 6 inspectors, 11 weighmasters and 8 helpers to do the same work. This is a direct saving of \$1,140 this month. A further reduction is contemplated, and will be made by Nov. 1. We are keeping the pay-roll down to the lowest point consistent with good business policy.

In previous years men have been carried on the salary list of this department who never gave an honest day's service to the state, or to any other else. I am inclined to believe. Helpers and weighmasters were paid as inspectors, and men were given positions and increases in salary solely upon their ability to get out and "line up the push." The state accountant reports an embezzlement of over \$9,000 of the state's funds during the past six years. The conduct of this department was subject to much well-deserved criticism and its value to the state was greatly impaired.

At a recent meeting of the Texas-Louisiana Rice Farmers Ass'n resolutions were adopted declaring the intentions of members to hold Japanese and Honduras rice for a minimum price of \$3.50 a barrel, No. 1 milling grade. Farmers not in the ass'n are urged not to sell their rice at a lower price.

Seeds

Increased business with the Seattle Seed Co. has forced the concern to add 3,500 sq. ft. to its floor space which it has secured on the floor above its store.

The Cargill Eltr. Co. of Minneapolis has leased the warehouse of P. E. Hanson at Litchfield, Minn., and is fitting it up for the drying and storing of seed corn.

Fire in the seed store of Eno & Drummer at Hamburg, N. Y., Oct. 16 gained some headway before the volunteer fire company arrived and succeeded in extinguishing it. The loss was nominal.

A recent incorporation is that of the Emery County Seed Co., of Castle Dale, Utah; capital stock \$10,000; incorporators, John C. Snow, R. O. Justesen, A. Olsen, G. W. Brandon, Ira R. Browning.

Greenfield, O., Oct. 20.—The clover crop in this section is light and quality poor; but our farmers are holding an abundance of good old seed from the 1908 crop and it all will be marketed before spring seeding is over.—C. C. Nortons' Sons.

Toledo received during the week ending Oct. 23, 1,800 bags of clover seed; against 3,000 bags received during the corresponding week of last year. Receipts for the season to date have been 14,000 bags, and the shipments 2,500 bags; against 59,000 bags received and 14,264 bags shipped during the corresponding period of the season preceding.

London, Eng.—With the demand for autumn sowing seeds now practically over, spring sowing seeds are attracting attention, more especially on account of the abnormal wet summer experienced, and which has undoubtedly done great harm to the new English clover seeds such as white, alsike, and trefoil; red is not even saved yet. Prices naturally high.—John Picard & Co.

Japanese millet seed to the amount of several carloads was received recently on the Chicago market and brot from \$2 to \$2.25 per 100 lbs. A very good demand for the seed was reported. In the past only a few lots of this seed have appeared; lately a number of cars have been sold here. This made it appear as if more of it were being grown or else that more of the crop were coming to market.

The shipping warehouse of the A. McKenzie Seed Co., Brandon, Man., was destroyed by fire Oct. 16, loss being practically total. The warehouse was located on the C. P. R. tracks and an adjoining eltr., that of the Western Canada Flour Mills Co., had a narrow escape. The building was of 2 stories, and was valued at \$7,000, while the contents, which were very low at this time of the year, were valued at \$10,000. Insurance on building and contents is about \$12,000. The warehouse will be rebuilt at once.

The Philadelphia Seed Co. has been incorporated at Philadelphia, Pa., with a capital stock of \$15,000, all paid in; Pres., C. A. Neal; sec'y, J. C. Rupp. Field seeds by wholesale will be the exclusive business of the new concern. Mr. Neal, during the last four years, has been connected with the laboratories of grain standardization and seed distribution at Washington and has made a thoro study of handling seed and grain. The best

methods of seed cleaning also have been given close attention by him. Prior to his work for the government Mr. Neal was with a wholesale seed house of Baltimore. J. C. Rupp has been in the employ of an eastern seed house and for twelve years has devoted special attention to crop growing and selection of seeds. The firm already has secured quarters in North Water street and is transacting business.

The timothy seed market shows a weaker tendency at present with early demand fairly well supplied; but with a larger proportion of country holdings than usual sold at this time of year indications are that values eventually will advance some, altho we may see a soft spot during the next few months. The clover seed crop is badly short, but the shortage has been discounted to a large extent in the price. Our shippers are selling their holdings very freely, evidently satisfied with the price the market is paying at present.—A. L. Somers of Somers, Jones & Co.

Chicago received during the week ending Oct. 23, 2,557,335 lbs. of timothy seed, 54,345 lbs. of clover seed, 2,132,525 lbs. of other grass seed and 52,000 bus. of flaxseed, against 827,510 lbs. of timothy seed, 407,914 lbs. of clover seed, 1,375,885 lbs. of other grass seed and 192,050 bus. of flaxseed during the corresponding week of last year. Shipments for the week ending Oct. 23, have been 665,320 lbs. of timothy seed, 47,812 lbs. of clover seed, 1,226,632 lbs. of other grass seed and 7,748 bus. of flaxseed; against 564,668 lbs. of timothy seed, 205,045 lbs. of clover seed, 833,412 lbs. of other grass seed and no flaxseed, during the corresponding week of last year.

The new Tennessee seed law is receiving some criticism. The purpose of the law, which was passed at the latest session of the Tennessee legislature, is to guarantee to buyers as good seed as can be obtained. Farmers who have seed wheat to sell complain because they think they might violate some of the provisions of the law if they sell the seed wheat. As a matter of fact, however, the buyer has the option of demanding a certificate of purity or not, just as he pleases, and if a seller can find a purchaser who is willing to buy without a certificate the law does not apply to the sale. Farmers at this season are buying wheat for fall planting and the matter is one of considerable importance to them.

Clover seed at Toledo has been firm all the week ending Oct. 23. During the liquidation of October the March was carried down to \$9.00. Since then the loss has been recovered selling at \$9.60 Oct. 23 which is the high point on the crop. The high point on October was \$9.55, but the price was carried down to \$8.80 when the small longs ran away from actual seed which was delivered the first part of the month. Since then market has advanced steadily, the buying being scattered, coming from Ohio, Indiana and Illinois. There have been no concentrated efforts to bull the market, the prices advancing even in the face of heavy selling by a good many longs who were taking profits. The offerings were all absorbed and well taken care of. All the cash seed that was delivered on October has been put away, paid for, and probably hedged with March sales. The price of the latter advanced to 30 cents over the former, the difference representing the actual cost of carrying the seed through until March. Many who

own the seed predict that during January there will be enough cash demand to cause the spot cash to sell very close to March. One feature that developed during the past week is the fact that old seed of good quality is selling at about the same price as the new.—J. F. Zahm & Co.

London, Eng.—Autumn sowing demand drawing to a close. Still fair inquiry for winter tares, with supplies now coming out more freely. With autumn sowing about over, more attention is being paid to spring sowing seeds. Crop will be almost total failure. Fine qualities very scarce with prices advancing steadily. French prospects trifle better than ours. Considerable fine seed left over, but mostly exported. Russia promises large crop, but other important producers only moderate. American prices soaring, with Canada bound to follow their lead whatever the crop. Chilean crop fine quality, but offerings limited, due to manipulation. Alsike fair crop.—Telegraf.

Hamburg, Germany, Oct. 5.—The English red clover seed crop seems to be a complete failure; requirements there will be extremely large. In Germany a few scattered sections may have harvested some seed but large quantities will have to be imported. In Bohemia and Moravia the outlook is not so good; both countries will be able to ship a little seed at beginning of season but later, may be compelled to import. Poland will need to import as the crop is poor. The Hungarian crop is a weak average; can export only small quantities having a large home consumption. From Galicia come reports that the crop may reach the average but this is not yet certain. Chili has a small crop and France a small average crop; qualities very nice in color but rather small grained.—R. Liefmann Sons' Successors.

During September 447 samples of seeds were received at the Ottawa seed laboratory for purity or germination test, all of which were from seed merchants. Of the eight samples of red clover seed tested for purity, two graded No. 1, four were saleable under the Seed Control Act but not No. 1, and two were prohibited. Of the 37 samples of alsike seed tested, seven were No. 1, 27 saleable and three prohibited. Of the 20 samples of timothy seed tested, 17 were No. 1 and three saleable. One sample, sold as rape seed, which proved to be wild mustard seed, was received from British Columbia. The principal weed seed impurities in the red clover seed so far analyzed this season are ribgrass and ragweed, while in alsike night flowering catchfly is by far the most common.—Canada Seed Commissioner.

New Tariffs on Seeds.

III Cent, ICC No A7636, flaxseed, from points in Minnesota to Des Moines, Ia.; effective Nov. 15.

C M & St P, ICC No B1920, meadow fescue seed, from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to Newport News and Norfolk, Va. (for export), 34c; effective Nov. 14.

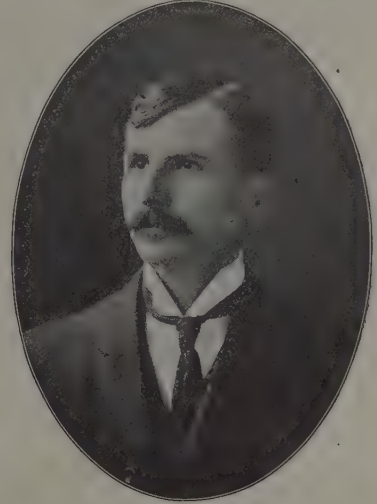
M K & T, ICC No A3304, blue grass, meadow fescue and timothy seeds, from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., to Newport News and Norfolk, Va., 34c, for export; effective Nov. 15.

Mo Pac, ICC No A1229, R R No 1832C, seeds, viz., grass, Hungarian, meadow fescue and timothy seeds, C L, from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Newport News and Norfolk, Va., for export, 34c; effective Nov. 25.

New Firm of Grain Receivers at Indianapolis.

The many friends of Geo. L. Stebbins at Chicago and Indianapolis will be pleased to learn that he has engaged in the grain commission business on his own account, as a member of the Stebbins-Witt Grain Co., with offices in the Board of Trade bldg., Indianapolis, Ind.

Mr. Stebbins has had 25 years' experience in the grain business. For many years he was with the Pope & Eckhardt



Geo. L. Stebbins, Indianapolis, Ind.

Co., of Chicago, with H. Mueller & Co., Richardson & Co., and Harris-Scotten Co., and was manager of the Santa Fe Elevator Co., a railroad corporation operating the new Santa Fe Elevator.

For some time Mr. Stebbins has resided at Indianapolis as manager of the Cleveland Grain Co. there.

Frank A. Witt is a young man of much promise and highly esteemed by those who know him. He has been interested until recently in the Thorntown Milling Co., of Thorntown, Ind. Portraits of both members of the new firm are reproduced in the engravings herewith.



Frank A. Witt, Indianapolis, Ind.

Causes of Yellow Berry Wheat.

Experiments are still being carried on at agricultural stations in the western states having in view the solving of the problem of yellow berry (or yellow belly) wheat and its eradication from American fields. The term "yellow berry" is used to describe the grains of a light yellow color, opaque, soft and starchy found in hard winter wheat. In some instances only a portion of the kernel will show the yellow berry characteristics, while the remainder retains the normal translucency and hardness.

Experiments conducted at the Nebraska station disclosed that in the yellow and opaque kernels the starch grains in the cell were larger in diameter than in the flinty kernels, altho not so large as in the typical starchy wheats. In the varieties examined at the Kansas station there was found to be a marked difference in weight and specific gravity between the yellow berries and the hard, flinty grains, in both instances the normal grain showing the higher figure. The reduction in specific gravity of the yellow berry, it was believed, was due to more numerous and larger air cavities within the kernel, and possibly also to a reduced starch content.

At the Nebraska station analysis showed that samples of hard winter wheat contained an average of 2.79 per cent nitrogen, while corresponding samples of yellow berry contained only 2.38 per cent, thus indicating a reduction in the gluten content and a consequent diminution in the flour making value of the latter grain. Of the relative value of hard and soft wheats for milling purposes Prof. Snyder, of the Minnesota station, has said: "It is generally considered that the more amber and glutinous wheats yield a higher percentage of the patent flours and less of the clear and lower grades, while

the lighter colored or starchy wheats show a tendency to produce a higher percentage of total flour, but less is recovered as patent grade."

Inquiries sent out to dealers and millers of Nebraska, as related in bulletin No. 89 of the agri. exp. sta., regarding the cause and the effect of yellow berry on market conditions, elicited numerous replies. Practically all agreed that the grain was discounted from one to four cents a bu. and some placed the depreciation at a still higher figure. That some mills refused to receive the yellow berry wheat was declared by one, and the general opinion expressed was that there was a decided lessening of value in wheat in which there was found an admixture of the yellow berry.

Bleaching experiments were conducted at the Nebraska station to determine, if possible, whether the yellow berry was developed by such conditions after harvesting. The experiments extended over a considerable period, after which the grain was threshed. This product was compared with grain that had been kept in a dry, dark room, the comparison showing that the latter grain had 25 per cent of yellow berries whereas the exposed grain had 97 and 2/10 per cent. In order to ascertain what effect early and late cuttings of grain had in influencing the amount of yellow berry sheaves were cut at intervals of four days, from the soft dough stage until the wheat was thoroly ripe. The result of these experiments was that it was seen there was a steady increase in the amount of yellow berry as the grain became ripier.

It also is stated by the bulletin that there is quite a definite relation between the per cent of yellow berries in the crop and the character of the season insofar as the latter affects the date of ripening, the composition and the yield of wheat. Tables shown indicate that the amount of yellow berry increases with the lateness of the ripening, and also further indicate that crops of large yield and low nitrogen content contain more yellow berries than do crops of the opposite kind. The suggestion is made that as the amount of yellow berry increases as the ripeness of the grain increases and also with the length of time the cut grain is exposed to the weather, it is possible to lessen the loss by cutting the grain rather early and stacking as soon as dry. This method of caring for the crop has the added advantage, if well done, of entirely preventing deterioration by bleaching and discoloring. By stacking the quality of the grain is kept up, and the further advantage is obtained of having the field free from shocks, thus permitting early plowing.

In every case the horny kernel has a higher nitrogen content than the yellow kernel from the same sample, which supports the millers' statements that the horny red has more gluten than the yellow berry wheat, and is consequently better for milling purposes.

It is quite evident, says the Nebraska station, that the tendency toward the production of yellow berries thru late harvesting or exposure is inversely proportioned to the proteid content, and that consequently the soil and climatic conditions previous to harvesting affect the quality of the grain in respect to the number of yellow berries. A soil rich in nitrogen and a hot, dry growing season are, other things being equal, less likely to produce yellow berries even under unfavorable conditions.

Graphite in Gas Engine Cylinders.

In an experiment with a new 6 h.p. horizontal engine using city gas for fuel it was found impossible to mix graphite and oil and feed it thru the ordinary lubricator. The graphite then was fed dry thru the air intake and the cylinder oil thru the lubricator. While increased internal friction seemed to be indicated in the engine it would pick up quickly and then appear to run smoother than before. Finally the best results were obtained when the engine was not given more graphite than could be consumed in the cylinder, or about 1-12 to 1-8 oz. per horse power in a ten hour run. This amount, it was found, should not be fed all at once but distributed thruout the ten hours.

During a period of four months the experiments were continued and the engine given some severe tests. It was found that the spark plug always was in good condition and never missed fire, or became carbonated or short-circuited. The cylinder and valves, on examination, were found in excellent condition.

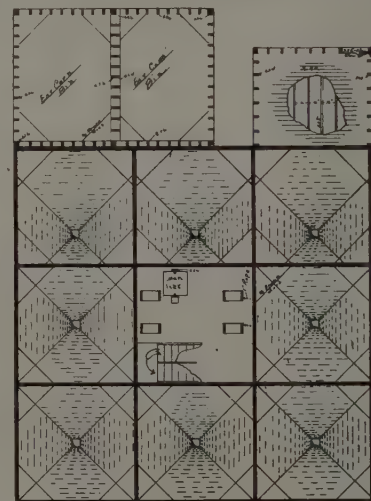
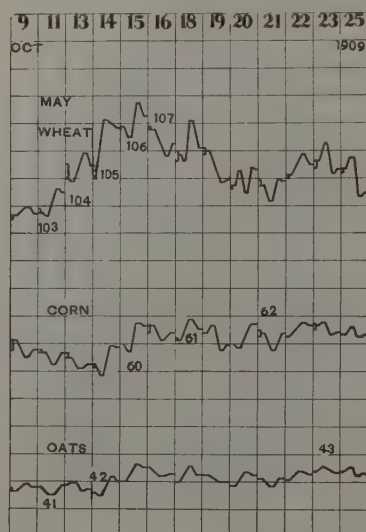
One gas engine manufacturer in recommending its use said: "It has a tendency to close the pores of your cylinder and polish it so as to increase its compression." Another recommended that the cylinder walls be smeared with the graphite about once a month. This, they declared, would help retain good compression. The manager of a large company making gasoline marine engines wrote: "We consider graphite the best lubricant in the world for gas engine cylinders. The trouble in using it is in getting it into the cylinder. So far no satisfactory means have been devised. We think so much of the lubricating qualities of graphite in cylinders that we make it a rule thoroughly to coat the inside of every cylinder with it before sending engines out from the factory. If one of our customers should ask us the question we would tell him to use it by all means if he could get it into the cylinder."

The Grain Dealers Journal is all right. —G. H. Bernard, Sheridan, Ill.

Joy Morton, of New York City, vice-pres. and director of the Great Western Cereal Co., has resigned as director of the Corn Products Refining Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Oct. 26 are given on the chart herewith:



Bin Plan of Indiana Elevator.

New Indiana Elevator.

Among the new elevators built in Indiana during the past summer the house at Rockfield on the Wabash Railroad operated by the Co-operative Elevator Co. is noteworthy for the careful planning of the machinery equipment and the provision for convenience in working.

A roomy, cement floored basement with 10-ft. ceiling makes the two elevator boots, the sheller and the chain drag easily accessible. No storage space obstructs the 12-ft. working floor where stands the 1,500-bu. automatic scale in plain view. Two floors in the cupola facilitate the arrangement of the distributing spouts. To the completeness of its equipment with dust house, cob house, adjoining cribs and separate office is added that up-to-date motive power, electricity.

The house is cribbed, square, 36x36 ft., with 8 bins, what might have been the central ninth bin being reserved for the two elevator legs, stairway, manlift and rope drive. The bins are hopper-bottomed and well braced with $\frac{3}{4}$ -in. rods. The outside corn cribs extend nearly the height of the 40-ft. bins. The cribs are about 14x22 ft., cob house 14x16, dust house 11x14, office 16x20, and electric motor house 10x18 ft. The cupola is 20 ft. wide and the height of main building is 71 ft.

One of the two electric motors, of 10-h.p., drives the corn sheller in the basement, by shaft and belt. The other motor, of 15-h.p., drives the chain drag, the elevators and the Western Gyrating Cleaner in the cupola.

The grain is unloaded on two wagon dumps after having been weighed on a compound beam steel frame scale at the office. Shipping weights are obtained on the automatic scale in the main floor and cars are loaded thru a long spout giving

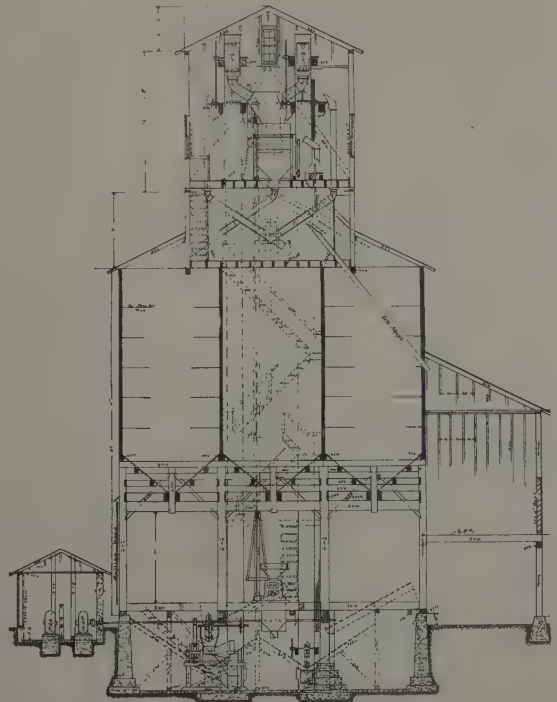
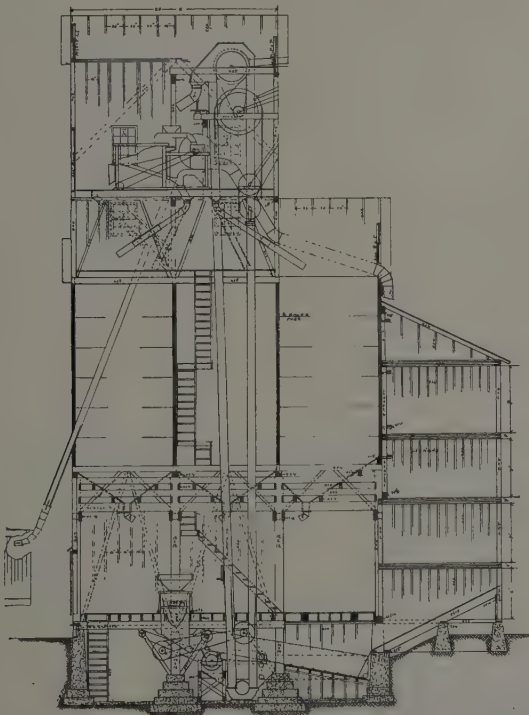


New Elevator of Co-operative Elevator Co. at Rockfield, Ind.

the grain a speed that carries it to ends of car.

Represented in the engravings herewith are front and side elevation and bin bottom plan. The plans were prepared and the plant was erected by the Reliance Construction Co.

I appreciate the Grain Dealers Journal so much I consider it one of the most useful papers an agent can get; and wish you every success in advancing the interests of grain men generally.—C. H. Prosser, agt. Minnesota Eltr. Co., Courtenay, N. D.



Side Elevation — Plans of New Elevator at Rockfield, Ind.—End Elevation.

Grain Trade News

ARKANSAS.

Hot Springs, Ark.—Receivers H. K. Cochran and C. C. Kavanaugh of the T. H. Bunch Co. have sold the holdings of the company here, exclusive of accounts, to C. J. Horner, of this city, for \$10,000. The total receipts from this property will reach \$25,000.

Little Rock, Ark.—On account of grain shipments released to the T. H. Bunch Co. by the railroads without presentation of Bs/L the Rock Island System is said to have paid \$202,000 and the Iron Mountain \$70,000 to banks holding the Bs/L. The local freight agent of the Rock Island, H. E. Cunningham, has tendered his resignation.

CALIFORNIA.

Los Angeles, Cal.—Looking at the grain trade through the columns of the Grain Dealers Journal, it seems to me as if more active work is needed in the national, state and local Ass'ns in order to make the business profitable. So many new men are entering the trade and so many scoopers are sapping profits of the business, it would seem to me quite discouraging. The condensing of business and population east of the Mississippi has made a true Westerner of me. With best wishes for my many friends, I am,—A. E. Clutter.

San Francisco, Cal.—Alleged thefts of thousands of tons of grain have led to a recent investigation of the local warehouse business by the executive committee of the Merchants Exchange. On Oct. 7 the committee began taking testimony bearing upon the subject with the purpose of wiping out the evils complained of in connection with "overages," "shortages," and "sweepings." E. Clement Horst, dealer in grain and member of the Exchange, formally placed before the committee charges against the Bankers Warehouse Co., with warehouses at Crockett, which he has been fighting doggedly in the courts for two years. M. J. Brandenstein, an importer, reported that he had paid for 100 bags of rice which disappeared from the Haslett Warehouse Co.'s warehouse. The charges made by Horst were new to many of those who heard his testimony. He claims to have been robbed outright of 2,404,679 lbs. of barley stored at the warehouse of the Bankers Co. at Crockett and presented a set of affidavits from sea captains and others in support of his claim. Members of the executive committee present during the hearing included J. F. Moulton, of the Bank of California, chairman; E. W. Newhall, James Rolph, Jr., E. T. Kruse, Frank A. Summers and Robert Dollar.

CANADA.

Glenavon, Sask.—Wright Bros. are building an eltr.

High River, Alta.—Export Eltr. Co. is erecting a 60,000-bu. eltr.

Pontypool, Ont.—The Canada Grain Co. is building an eltr. here.

Winnipeg, Man.—The N. Bawlf Grn. Co. has registered a partnership.

Lloydminster, Sask.—The Saskatoon Mfg. Co. is building an eltr. here.

Orangeville, Ont.—C. C. G. Hannah has succeeded the firm of Clark & Hannah.

Manor, Sask.—The Saskatchewan Eltr. Co. Ltd., has bot the farmers' eltr. here.

Erskine, Alta.—The eltr. of the Alberta-Pacific Eltr. Co. has been completed.

Stetler, Alta.—The eltr. of Riggs & Whyte is about completed; capacity 37,000 bus.

Candiach, Sask.—The Western Canada Flour Mills have built a warehouse and eltr. at this point.

Calgary, Alta.—R. A. Pike is now in charge of the business of the Royal Grain Co. in this city.

Winnipeg, Man.—F. J. Coombs has succeeded McConnell & Coombs, grain brokers and commission agents.

Calgary, Alta.—The Norris Grain & Eltr. Co. Ltd., of Chicago, Montreal and Winnipeg, has opened an office in this city.

Calgary, Alta.—J. A. Brain & Co. is the name of a new grain company organized here by J. A. Brain and R. B. Ross.

Winnipeg, Man.—D. W. McCuaig, pres. of the Manitoba Grain Growers Ass'n, asserts a probability that the terminal eltrs. of the Canadian Pacific Ry. at Fort William will be operated by his ass'n.

Winnipeg, Man.—The North Star Grn. Co. has been incorporated with capital of \$500,000; W. A. Anderson and H. R. Scot are the chief shareholders. The company will operate flour mills in Western Canada.

Calgary, Alta.—D. O. McHugh, who has been with the Globe Eltr. Co., Duluth, has taken the secretaryship of the Grain Exchange of this city. His brother, John G. McHugh, is sec'y of the Minneapolis Chamber of Commerce.

Quebec, Que.—Fire which started in the eltr. of the Great Northern Railway Co. Oct. 16 resulted in the death of one fireman and the loss of \$650,000 in property along the river front of the city. The eltr. was valued at \$300,000 and contained 135,000 bus. of grain.

Cedar Cove, B. C.—The Alberta-Pacific Eltr. Co. will begin the erection in a short time of an eltr. at this point which will have a capacity of 1,000,000 bus. L. P. Strong, mgr. of the company, has already asked contractors to submit estimates for a brick, cement and steel construction building allowing for completion in time to handle next year's crop. The eltr. will be built on deep water frontage. The company has bot sufficient space for three additional eltrs. each with a capacity of 1,000,000 bus.

Ottawa, Ont.—The Trade and Commerce Dept. of the government is considering abolishing the present system of granting certificates of weight for grain cargoes leaving Port Arthur and Fort William. The Dominion Marine Ass'n has been urging this action for some time because of numerous complaints of shortages in cargoes weighed out at upper lake ports and weighed in

at the eastern, the Georgian Bay ports. Grain shippers contend that under a government system they should receive some guarantee of delivery of the grain shipped. Since the marine interests and the government have done all possible to locate leakages and have failed, it now remains for the Trade and Commerce Dept. to take action.

CHICAGO.

Adolph Gerstenberg, after several weeks' illness from a severe attack of appendicitis, is again able to visit 'Change.

T. H. Waterman, who ran the deal in September wheat, has sold the cash wheat taken in, at a big premium over the price of the December future.

Subscribers to the fund for the entertainment of the delegates to the September assembly of grain exchanges will receive a refund of 30.35 per cent.

W. L. Hudson will manage the Davis Stock Food Co. in its new quarters, 2354 Cottage Grove Ave. The firm name will not be changed as at first proposed.

Chicago firms have made heavy purchases of corn from the country for November and December shipment, and one firm alone has sold over 10,000,000 bus. to go east.

The Star & Crescent Mfg. Co. is considering building grain storage tanks of 150,000 bus. capacity in connection with its mill, and will probably let the contract in a few days.

The Chicago Board of Underwriters Oct. 14 voted to reduce the rates on fireproof mercantile buildings from the former stop rate of 30 cents to 20 cents. This class includes elevators.

John Dickinson was bitterly denounced by Jacob Ringer, attorney for 100 brokers and creditors when he appeared for hearing before referee Eastman Oct. 20. About \$45,000 assets have been discovered since Dickinson fled after his failure.

During the recent advance in the wheat market purchases of red Russian and club wheat were made in Washington and Oregon by representatives of Chicago firms to take the place of soft red wheat required by millers in the central states.

The North Western Malt & Gr. Co. of Chicago is building a reinforced concrete grain eltr. at Craigin, Ill., storage capacity 350,000 bus. It will be completed about Jan. 1st. The Stephens Eng'g Co. is designing and constructing the plant.

E. W. Elmore has established a feed department in his Chicago office and will be in position to work all territory east of Chicago, while hitherto he has been working east of Buffalo only. The firm has extensive warehouse facilities which will augment its business to a very great extent. F. H. Price, who has been in the employ of the firm at Boston, removed to Chicago a few weeks ago to look after the feed department.

Frederick Dudley Ware, for 20 years a member of the Board of Trade, and a resident of Chicago for 52 years, died suddenly of heart disease at his home in Chicago, Oct. 12. He was a brother of J. Herbert Ware of the firm of Ware & Leland. He was 60 years of age and for the last two years had poor health attributed to the nervous strain of his business, at which he was an indefatigable worker. He is survived by his widow, a son, Harold D., two brothers and a sister.

The call committee has announced that beginning Oct. 22 "The 'call' will include: Corn [old], five days' shipment. Thirty days' shipment will be eliminated. On contracts made for corn [old] five days' shipment; in case of a dispute as to the corn delivered, the official sample by the board of trade sampling department and its official test shall govern; all corn testing 15 per cent moisture or less shall be considered a proper and sufficient tender."

Our hay market continues very firm on all grades of good timothy and mixed hay. The buyers seem to realize that there is not going to be any rush of hay, and they have ceased to hold back in their purchases. For this reason we find a good healthy demand each day. We feel quite sure that conditions will prevail just as they are for some time to come, and shippers will be safe in figuring on a basis of our present market, if they let some goods come forward. Good southwestern prairie hay is a very scarce article here, and is selling at excellent prices. Demand for the same is good, and the few cars that are coming into the market are picked up very readily.—W. R. Mumford & Co.

Membership in the Board of Trade has been applied for by Frank J. Martin, Stephen A. Dalton, Thomas J. Sullivan, Thomas J. O'Neill, Walter McDougal, John H. Ashum and Percy Andrea. B. E. Morgan, Geo. R. Hunt, Jr., Berend J. Burns, Frank S. Kingsbury, J. Harley Banta, Charles F. Rogers, John W. McMillan, Wm. B. Wilson, Albert B. McCue, Theodore Oehne and the estate of Azariah Eddy have applied for transfer of membership. The directors recently admitted to membership Hiram Sibley Bickett, Jed William Pearson, John J. Kemp, Killian V. Nicol, Frederick H. Price, Edwin S. Herron and Jesse L. Smith. The directors recently bid \$2,325 for membership; the open market price is \$2,450 net to the buyer.

The Chicago Board of Trade Indoor Baseball League has an organization of eight clubs. At a meeting in the smoking room of the Board, Oct. 18, representatives from Bartlett, Patten & Co., Finley Barrell & Co., Rosenbaum Bros., S. B. Chapin & Co., Peavey Grain Co., Armour Grain Co., J. Rosenbaum Grain Co. and E. W. Wagner were present. Mr. Adams of Rosenbaum Bros. was elected vice pres.; and C. W. Chapin of S. B. Chapin & Co., sec'y. and treas. A board of directors was chosen. The league plays its first game of the season at Battery B in the evening of Nov. 1, and every Monday, Tuesday, and Thursday evening thereafter during the season at the same place. Saturday evening games will be in another hall.

Edward W. Bailey, veteran member of the Board of Trade, 66 years old last August, surprised his friends by his marriage, Oct. 19, to Miss Cora Haseltine more than a score of years his junior. She was employed in a downtown office and the two came down together frequently on the I. C. Both lived in the same neighborhood, Miss Haseltine with her mother. Only the immediate families attended the wedding. The bride and groom left the same day for Montpelier, Vt., where Mr. Bailey has a country home. This is the second surprise he has given his friends inside of two years. In 1907 he astonished business circles and won wide commendation by paying \$66,000 of honor debts, the result of his failure in 1893 when he was caught with

the Cudahy clique by the record slump on pork and lard. By sacrificing everything he had Mr. Bailey effected a settlement for 35 cents on the dollar. He stuck to the exchange and after 14 years of determined effort made enough to pay back the rest of his debts with interest, tho he was not legally bound to do so. He has served the Board of Trade as vice president and as a director, and has several times been urged to run for the presidency. He has one son, George C., and a daughter, Mrs. Mary Blanchard Meyer of Evanston. His first wife died about 14 months ago.

Records of the estate of Charles Counselman on file in the probate court make it appear to have dwindled to almost nothing. Mr. Counselman was a well known grain dealer, a member of the Board of Trade and of the Chicago Stock Exchange, and was reputed to be worth from \$3,000,000 to \$4,000,000. Shortly before his death on March 20, 1904, he lost about a million in the failure of the Pacific Navigation Fisheries Co., of which his estate subsequently recovered 5%. At his death his total estate amounted to \$1,448,674.49. The payment of all debts and claims against it reduced this sum to \$86,100.24; then, after all the fees and one legacy of \$10,000 were paid, \$50.95 in cash remained, which was handed over to the widow and one of the executors. The salvage from a grain boat that sunk in Lake Michigan about the time of Mr. Counselman's death, netted \$250,000 and is alleged to have saved his estate from insolvency. He held stocks of many kinds. Those classed as "good" sold for \$499.926. Those listed "desperate" had a face value of \$18,658.12 and sold for \$311.30. J. E. Munroe, counsel for the estate, who was paid \$47,925 for his services, denies that but \$50.95 was left after final settlement. He says the inheritance-tax attorney's report gives the correct figures of \$86,106.24 after allowing deductions for payments of debts.

COLORADO.

Fort Morgan, Colo.—Have installed a Sonander Automatic Scale.—The Wagner-Simpson Merc. Co.

Limon, Colo.—The Russell Gates Merc. Co., dealer in agricultural implements, is erecting an eltr. and warehouse.

Wray, Colo.—We have lately installed a Sonander Automatic Scale in our mill and also one in our eltr.—Wray Mills Co.

Johnstown, Colo.—Western Alfalfa Mfg. Co. incorporated with capital of \$30,000; incorporators, J. M. Scheutz, R. McLeod and John Wyss.

Holyoke, Colo.—The new eltr., owned by a local company and operated by B. N. Osborne, is sufficiently completed to receive grain. This makes two well equipped eltrs. to handle the grain products of a large acreage.

Denver, Colo.—The Goding Milling & Eltr. Co. incorporated with capital stock of \$50,000. Incorporators: J. K. Mullen, H. E. Johnson, E. M. Ryan and J. E. O'Conner, all of this city. They are all associated with the Colorado Mfg. & Eltr. Co.

IDAHO.

Sweetwater, Ida.—Out of 130,000 sacks of grain delivered at this station I have handled thru our warehouse, 50x180 ft., close to 80,000. By the time the crop is all delivered I will have handled nearly 90,000 sacks, mostly wheat. Sept. 14 I

did my biggest day's work of this season, when I took in 3,598 sacks and loaded out 1,610, making 5,208 sacks handled in 11 hours by myself and 5 men.—Pete Muench, agt. J. Alexander Co.

ILLINOIS.

Brocton, Ill.—Brocton Eltr. Co. dissolved Oct. 21.

Lilly, Ill.—Mr. Twining has resigned as agt. for the Zorn Grain Co.

Stillwell, Ill.—I have retired from the grain business. My successor is Wm. Crear.—J. R. Beshears.

Lanesville, Ill.—The new eltr. of Metcalf & Kinahan, operated by electricity, is ready to receive grain.

Beecher, Ill.—F. G. Clويد has started work on the new eltr. replacing that of his father, burned Sept. 14.

Harmon, Ill.—The Neola Eltr. Co. and Frank Hettinger have installed automatic scales to weigh grain into cars.

Green Valley, Ill.—The McDonald Grain Co., that has been out of business for some time, has been dissolved.

Edinburg, Ill.—The Edinburg Farmers Grain Co., that recently bot the eltr. of Firey Bros., took possession Oct. 15.

Wolfs sta., Plainfield p. o., Ill.—T. L. Hoodelmier of Auburn, Ind., has taken a position here with Kersten & Smiley.—X.

Rankin, Ill.—J. E. Tjardus of Saybrook has bot the eltr. D. Kelley purchased last winter from E. M. Grunsted.

Erie, Ill.—Riordon & Pfundstein have bot the eltr. and lumber business of Geo. W. James and will take immediate possession.

Windsor, Ill.—I have resigned as mgr. of the Windsor Grain Co. W. B. Wallace has been hired to succeed me.—Dean L. Moberley.

Lowder, Ill.—The Farmers Eltr. Co., that went bankrupt last spring, is again ready for business.—Edwin Spengler, Maxwell, Ill.

East St. Louis, Ill.—The eltr. and warehouse of the St. Louis Hay & Grain Co. burned recently, destroying several car loads of hay and oats.

Joy, Ill.—Mrs. Mary A. Tieman, who recently bot the old eltr. of J. H. Thomason, has repaired it and reopened it, with her son Wm. Tieman in charge.

Kenney, Ill.—W. M. Myers, who recently purchased the eltr. of Humphrey & Henderson, has been agt. for the I. C. R. R. at this station for the last ten years.

Divernon, Ill.—Walter E. Hamey, for three years mgr. of the farmers' eltr. at Farmingdale, has succeeded Walker A. Pegram, resigned, as mgr. of the Divernon Grain Co.

Watseka, Ill.—Farmers Grain Co. incorporated to deal in grain, coal, farm supplies and building material; capital, \$7,500; incorporators, Weldell P. Kay, Fred M. Pratt, Harry A. Taylor and others.

Rook Creek sta., Pontiac p. o., Ill.—John T. Green of Pontiac has succeeded James McMahon as mgr. of the Rook Creek Farmers Eltr. Co. Mr. McMahon has gone to Cooksville to manage an eltr. there.

Rising sta., Champaign p. o., Ill.—B. C. Beach & Co. are doubling the capacity of their eltr. at this station, and are promised their storage addition, containing 4 bins, by Nov. 10.—Wm. Murray, Champaign, Ill.

Oblong, Ill.—The mill of E. S. Crowder, that burned in August, has been rebuilt and put into commission with steel storage for 20,000 bus. of grain. F. E. McBean is business mgr.

Pleasant Plains, Ill.—The loss on the eltr. of Beggs & Lynd, burned on the night of Oct. 7, is \$9,000. Built about 12 years ago, it had been equipped with up-to-date machinery which is a total loss.

Bondville, Ill.—M. A. Kirk, who has been a bookkeeper at the eltr. of Claudon Bros. in Ludlow, has purchased a half-interest in the eltr. of Rising & Murray and will move here soon.

Watsika, Ill.—Mr. Smiley, former owner of the eltr. of Jackle & Ross, has charge of the eltr. while Mr. Jackle is taking a vacation at his old home in Cissna Park and in Iowa.

Stonington, Ill.—We will build a 40,000-bu. eltr. on the foundation of the old one burned. Will make a few changes on the inside, and hope to have it done by first of year.—C. F. Moore, mgr. Farmers Grain Co.

Arthur, Ill.—J. W. Housman has leased the eltr. of Paul Kuhn & Co. on the C. & E. I. right-of-way, and has opened for business. This property has been idle for years. It has been used but little since it was built.

Pekin, Ill.—The old dump on the river, formerly used by the Valk Malting Co., is being torn down. The ground has been leased to the Turner-Hudnut Co., that will build four more large grain tanks similar to those adjoining its eltr.

Union sta., Lincoln p. o., Ill.—Henry Holmes of Lincoln and Henry C. Quisenberry, Jr., of Emden have formed a new grain firm, and have started the construction of an eltr. and corn cribs at this station on the Ill. Traction System.

Edgar, Ill.—Donald Stanfield, son of A. L. Stanfield, was married recently to Miss Mayme Henderson of Ridgefarm, Ill. The young couple will make this town their home, as Mr. Stanfield is associated with his father in the grain business.

Coles, Ill.—The Shellabarger Eltr. Co. has bot the eltr. of Major & Wright. J. W. Wright, the resident mgr., died suddenly Sept. 30, and Mr. Major, the surviving partner, decided to close out the business at this point. The Shellabarger Co. owns the other eltr. here, and the entire grain business at this point will now be in charge of its present mgr.

Union, no p. o., Logan Co., Ill.—Quisenberry & Holmes of Lincoln, Ill., have let the contract to the Burrell Engineering & Construction Co. for the erection of a 25,000-bu. eltr. on the line of the Illinois Traction System, electricity from which will furnish the motive power for the eltr. The house will be on a concrete foundation of studded construction and covered with corrugated iron. Mr. Holmes is of the firm of Spellman & Co., of Lincoln.

Meadows, Ill.—During the night of Oct. 7 robbers, who came and went in an automobile, blew open the safe in the grain office of Claudon Bros. and obtained about \$50. A considerable sum of money had been in the safe for several days, which was probably known to the robbers; but that was sent out in the afternoon before the robbery. The explosion had been heard but no investigation was made until David Claudon opened the office next morning, when the police in Bloomington and Pontiac were notified. The thieves left in the direction of Bloomington.

Pesotum, Ill.—A partition between two bins in my eltr. gave way Oct. 13, 3,000 bus. of corn in one bin pressing toward an empty bin. All the corn that ran out ran under the eltr. thru the floor, but I got it all picked up without much loss.—J. T. Riemke.

Yorktown, Ill.—Mathis Bros. & Co., of Prophetstown, will erect a 10,000-bu. eltr. on the Dixon, Rock Falls & S. W. electric road just completed to Yorktown. The house will be of cribbed construction covered with galvanized iron and on a concrete foundation. Its equipment will include 12-h.p. gasoline engine, Monitor Cleaner and Avery Automatic Scale. The work is being done by the Burrell Engineering & Construction Co.

Peoria, Ill.—Warren R. Buckley, member of the grain firm of Buckley, Pursley & Co., now in a health resort in Winnetka, is making such satisfactory progress toward recovery that he is expected home in a few weeks. He has been suffering from a general breakdown caused by overwork during hot weather. Some weeks ago the company disposed of its business interests and eltr. properties along the Quincy Branch of the C. B. & Q. to reduce the volume of business on account of Mr. Buckley's enforced retirement to care for his health. He has been gradually improving since he has allowed himself to rest and his complete recovery is now expected.

Palmer, Ill.—The new 40,000-bu. eltr. of the Farmers Grain Co. is complete and up-to-date in every respect, equipped with a steam engine and boiler, Cornwall Cleaner, Victor Sheller, chain drags, hopper scale and wagon scales, as smooth a running outfit as one could wish, that handled a nice lot of grain on the wheat and oat crop. The directors have decided to build an addition and add to their business flour, feeds, and implements. Twist Bros. have improved their plant by changing dumps and cribway and getting ready for the new crop of corn.—Fay R. Best, mgr. Farmers Grain Co.

Emington, Ill.—Mark Fisher, of the firm of Taylor & Fisher, disappeared on the night of Oct. 7, after having worked as usual about the eltr. and grain office. He left his home early in the evening to buy a paper, and was seen on the streets by several business men, but none noticed a trace of nervousness. Next morning this note to his wife was found on the desk at the eltr.: "Dear Bertha: The pain in my head is gone and I can see what I should do. There is a standing reward of \$50,000 for any one that will tap the spring that holds the water above the ledge in the bottomless pool at Deer Park, and I am going to make an attempt to get that reward. If I am successful how happy we will be. If I die in the attempt I will die trying." Deer Park is near the Illinois River not far from Starved Rock. Mr. Fisher admired it and frequently visited it. His friends regard the letter as proof of his insanity. He also left \$25 in money in an envelop addressed to his wife with the statement that he had enough money to take him where he was going and in case he did not return his life insurance papers could be found at the bank. Investigation of his books showed his business to be in good condition. About five years ago he purchased his eltr. from Taylor Bros., Samuel and Edgar, who now live in Kankakee, and has conducted the business himself, and earned the respect of the community. Bloodhounds were put on his trail but not a trace of him was discovered.

St. Joseph, Ill.—The St. Joseph Grain Co., a farmers' organization, decided, Oct. 13, to take down its old eltr. and build an up-to-date, 40,000-bu. house as soon as arrangements can be made.

Prophetstown, Ill.—R. H. Mathis of Sycamore, who recently closed the deal with Paddock & Field for their grain, lumber and coal business here, has interested his father, Wm. Mathis, in the business and his two brothers: E. G. Mathis, editor and publisher of the Prophetstown Record, who will retire from newspaper work; and R. C. Mathis now with the Joyce Lumber Co. in Chicago. Messrs. Mathis will not take possession until Jan. 1, which gives them time to dispose of their other business interests. They intend to establish a branch and build an eltr. at Yorktown.

Stonington, Ill.—The eltr. of the Stonington Farmers Grain Co., that burned Oct. 5, destroying 18,000 bus. of wheat and 20,000 bus. of corn, was built about five years ago by J. J. Davis who operated it a year before he sold it to the National Hominy Co. of Decatur. Last year the farmers bot it for \$12,000. The fire started in the cob and chaff room adjoining the main building which it reached thru the chutes from the cob room. An explosion then blew the roof off the eltr., and in half an hour the plant was in ashes. Loss, \$45,000; insurance on building \$9,000, on grain \$18,000.

INDIANA.

Galveston, Ind.—W. H. Small is scooping at this place.

Sandborn, Ind.—We have succeeded Peter Hill.—J. M. Walker & Son.

St. Anthony, Ind.—Wibbels Bros. will soon have their new eltr. in operation.

Knox, Ind.—Newton Bros. of this place are not grain dealers but scoopshovelers, tho they receive bids from good firms.

Shelbyville, Ind.—The Nading Grain Co. has brot suit against the Big Four R. R. to recover \$2,000 damages for delay in the transportation of grain so that it soured.

Indianapolis, Ind.—Chas. B. Riley has resigned as a member of the Indiana Railroad Commission. Jos. Reilly has been appointed by the Commission to succeed him.

Petersburg, Ind.—The Farmers' Grain & Live Stock Co. has bot the Goodridge grain warehouse, and will immediately begin construction of an eltr. and later will build a drying house.

Clifford, Ind.—Julian P. Norton, the grain dealer, was married to Dr. Effie A. Osborn of Peru, Ind., Oct. 14. After a trip in the East they will be at home in Clifford after Nov. 15.—F.

Indianapolis, Ind.—Grain dealers here and elsewhere in the state have had a busy week. Receipts of grain were sufficiently heavy to cause a lively movement notwithstanding some fluctuation in prices.—F.

Vincennes, Ind.—The South Side Eltr. Co., incorporated for \$10,000 by Wm. H. Volmer, pres.; Claud C. Winkler, sec'y; L. H. Volmer and others. The company will build and equip an eltr. here to do a general grain business.—F.

Evansville, Ind.—Igleheart Bros. began clearing away the debris from their fire, Oct. 1. A way was opened to the steel storage tank, where part of the wheat was found to be in fair condition, while part of it was badly damaged.

Terre Haute, Ind.—The Sparks Mfg. Co., that recently bot the mill of Wm. Kidder, has let the contract to the Macdonald Engineering Co. for the construction and complete equipment of a 150,000-bu., reinforced concrete eltr. fitted with steel legs.

Washington, Ind.—Silas Anderson, the eltr. owner, got a wheat beard fastened in his throat recently, causing intense pain and an ulcer that was lanced Oct. 11. The physician said Mr. Anderson would have died in a few days had the irritating beard not been removed.

Anderson, Ind.—At the meeting of the Eastern Indiana Local, held here Friday, Oct. 22, the following officers were elected for the ensuing year: Pres., J. P. Shoemaker, Daleville, Ind.; sec'y., S. C. Hermann, Muncie, Ind.; treas., C. W. Vernon, Anderson, Ind.—M. T. Dillen, sec'y Indiana Grain Dealers Ass'n, Indianapolis.

Indianapolis, Ind.—At the meeting of the Central Indiana Local, Monday evening, Oct. 18, the following officers were elected for the ensuing year: Pres., E. W. Faros, Tipton, Ind.; vice pres., J. M. Coucher, Bennetts Switch, Ind.; sec'y., J. C. Hadley, Windfall, Ind.; treas., Tom Morrisson, Kokomo, Ind. (Elected for life)—M. T. Dillen, sec'y Indiana Grain Dealers Ass'n.

Indianapolis, Ind.—Jacob W. Smith, secretary of the Indianapolis Board of Trade for the last 18 years, died suddenly of neuralgia of the heart, at his home, Oct. 18. Mr. Smith was of Scotch-Irish descent. He was born in Ripley Co., Ind., in 1847, and was widely known to the grain trade, and was prominent in other affairs.—F.

Decatur, Ind.—The Bowers-Niblick Grain Co. has let the contract to the Burrell Engineering & Construction Co. for a 10,000-bu. eltr. of cribbed construction and additional ear corn storage for 5,000 bus. The equipment will include Victor Sheller, Monitor Cleaner. Constant Chain Feeder and three electric motors of 15, 10 and 2 h.p. The transmission in the cupola from motor to eltr. head will be by a new style of V-belt from motor to countershaft and gear and pinion on head pulley shaft.

IOWA.

Le Mars, Ia.—The M. A. Moore Co. will install a Hall Signaling Grain Distributor.

Mt. Union, Ia.—Ernest Eckey is serving temporarily as agt. for the Farmers Eltr. Co. in place of Walter Meyer resigned.

Mason City, Ia.—Metcalf & Cannon have let the contract to the W. N. Claus Co. for the construction of a 25, 000-bu. eltr.

Hinton, Ia.—I am out of the grain business for a while and intend going to South Dakota.—E. O. Reck, formerly agt. Atlas Eltr. Co.

Early, Ia.—The recently incorporated Farmers Co-op. Eltr. Co. will either buy one of the eltrs. presently in operation here or will build.

Akron, Ia.—The Farmers Grain Co. has complained to the state railroad commission that the Milwaukee & St. P. has caused it much loss by failure to furnish it enough cars.

Buckeye, Ia.—Farmers Eltr. Co. incorporated; capital stock, \$5,000; Ole Harris of Hubbard, Ia., pres.; Henry Sielaff of Buckeye, sec'y; Carl Sielaff of Alden, Ia., treas.

Sutherland, Ia.—Metcalf & Cannon of Paulina have begun the erection of a new eltr. here.

Salix, Ia.—Farmers Eltr. Co. of Salix incorporated; capital stock, \$25,000. H. E. Brown is pres. until the first annual election and Robt. Nesbit, sec'y.

Gaza, Ia.—E. P. Meyer, who has been mgr. for the Farmers Eltr. Co. in Fenton, has resigned to take the management of the new Farmers Eltr. Co. here.

Spencer, Ia.—Fred D. Phelps, who bot grain here for Bowen & Regur when this town first started, has come back from Michigan to manage the recently organized Farmers Grain Co.

Council Bluffs, Ia.—While at work on the new eltr. of the Middle West Eltr. Co., Oct. 13, James Spence, a carpenter, lost his balance, fell from the top of the building and was instantly killed.

Shellsburg, Ia.—The new farmers' company, incorporated under the name of the Shellsburg Grain & Lbr. Co., has bot and taken possession of the eltr. of the Bickel Grain Co.; Chas. Daniels, mgr.

Bondurant, Ia.—The recently incorporated S. E. Squires Grain Co. has bot the eltr. here of Bowen & Regur. Mr. Squires was employed by that company for eight years before he resigned to organize his new firm.

Holland, Ia.—John Frerichs, grain buyer for Frerichs Bros., has started construction of a new eltr. The old brick building, which has served that purpose for many years after it ceased to be used as a mill, is being taken down and will supply part of the material used in the new structure.

Remsen, Ia.—The Farmers Eltr. Co. has filed complaint with the state railroad commission, alleging discrimination by the Northwestern, which failed to supply it with cars while other towns along the line were well supplied, and charging that the freight rates on grain from Remsen are excessive.

Bussey, Ia.—The old grain house on the C. B. & Q. and the scale office nearby, belonging to A. J. Bussey, burned recently with about 250 bus. of oats, all insured except the scale office that was worth about \$150. The grain house was old and was worth but little. Fire is believed to have started from sparks from a locomotive.

Minburn, Ia.—Farmers have profited by a grain war alleged to have been started by the Des Moines Eltr. Co. paying 1c premium, which was met at the eltr. of John Crawford and resulted in more corn being marketed here in a few days than had been received during a similar period in years. Both eltrs. handled about the same amount, and estimate they took in about 35,000 bus. of corn at from 59c to 61c per bu. They can ship at least 50 cars of shelled corn this month. Some of the premium priced contracts were sold for a small profit; on track. But other cars were held for open market, and when corn went off 5c the grain men were left with considerable in transit and the prospect of loss unless the price recovered before the corn reached destination.

KANSAS.

Gypsum, Kan.—The Consolidated Alfalfa Mlg. Co. is erecting a new plant here.

Aurora, Kan.—A. B. Pennock and son Ted have taken possession of the grain eltr. they have leased here.

Cawker City, Kan.—The Consolidated Alfalfa Mlg. Co. has started construction of its new plant here.

Lyons, Kan.—John Case has bot the eltr. of A. C. Plumb, that has been operated by the N. Sauer Mlg. Co.

Sylvia, Kan.—The Sylvia Mill & Eltr. Co. has had two concrete storage tanks erected by the Finton Grain Eltr. Const. Co.

Topeka, Kan.—Complaints of scarcity of cars for grain shipments are being received by the state railroad commission.

Frizzell, Kan.—The Frizzell Grain & Supply Co. will build a new 20,000-bu. eltr. at this station. Contract will be let soon.

Junction City, Kan.—Fred Kemp has bot a site on which he will build a warehouse and eltr. for the use of the Kemp & Zimmerman Grain & Hay Co.

Rydal, Kan.—The Farmers Eltr. Co. has bot an acre and a half of ground on which to build an up-to-date eltr. Ed. Bushby, pres.; H. A. Paulson, sec'y.

Hutchinson, Kan.—T. D. Phelps, who has been with the O'Neill, Kaufman, Pettit Grain Co., has sold his interests and resigned his position as local mgr.

Lyndon, Kan.—R. Elmore is building an eltr. on the site of that burned some time ago, which belonged to the Quenemo Mill & Eltr. Co. that became bankrupt.—S.

Sterling, Kan.—The fire that destroyed the eltr. of the Farmers Shipping Ass'n., Oct. 6, with about 8,000 bus. of wheat that was to have been shipped out next day, started in the boiler room; loss, \$20,000; insurance, \$5,000. Company will rebuild at once.

Wichita, Kan.—Alvin Harbour of this city has bot the interests of the Schute Grain Co., which include a membership in the Wichita Board of Trade. W. T. Schute will return to Macksville, Kan., his former home, to care for his farm and eltr. interests.

Goddard, Kan.—L. A. Adler of the Independent Grain Co. at Great Bend, has bot the eltr. here of the Nevling Eltr. Co. for \$3,000. He was recently married and will make his home here. He worked in the office of the Independent Grn. Co. until two months ago, when he took charge of the Great Bend firm.

Delia, Kan.—Geo. G. MacDonald, at one time local manager for J. C. Bradley, is traveling about the country issuing drafts against himself through the Delia State Bank, which is returning the drafts unpaid, together with bills for protest fees. Mr. Bradley writes that "Mr. MacDonald has been out of my employ for over a year, and for some time has been issuing checks and drafts on the Delia State Bank."

Topeka, Kan.—If the Missouri law prohibiting the deduction of 100 lbs. from the weight of grain in cars is held constitutional, as we believe it will be, the mills and eltrs. who have been making the 100 pound deduction since August 15, 1909, will have to refund on every car. Many of the Kansas City receivers are submitting to this deduction under protest, and we would urge every member to take care of his A/S with weight certificates showing the 100 pound deduction, and if the law is held constitutional the eltr. and mill owners will make reparation rather than submit to a minimum fine of \$10 for each offence.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Wichita, Kan.—B. C. Christopher & Co. have opened a branch office here, that will be in charge of W. H. Burns of Kansas City. Stanley Christopher, a member of the firm, says it has bot the Wichita interests of the J. R. Tomlin Grain Co. of Kansas City, which includes the Logan & Bryan private wire to all markets, in the trading hall of the Wichita Board of Trade, where it will furnish continuous market quotations and do a general commission business.

Ransom, Kan.—Ahart Johanness, the 12-year-old son of Fred Johanness, was smothered in a grain sink in his father's eltr. recently. The boy had been sent down into the sink to get an engdate that had been dumped in from a wagon while unloading, and his failure to come out was not observed, tho it was known he had gone in. Half an hour afterwards the engine was started to load out a car of wheat. The belts were soon thrown off by coming in contact with something in the pit. Investigation revealed the lad's body, only his feet being above the grain.

Fowler, Kan.—The Artesian Valley Alfalfa Mill, that burned Oct. 5, had been built in the form of the letter L, with the main mill containing the machinery having the engine house as an annex on one end and the hay shed, an iron building extending out some 80 ft. from the other end, where hay was stored for grinding. But little hay was in the shed and that in the end farthest away from the mill. The fire started in this hay. The small amount of hay and meal on hand and the use of considerable iron in the mill's construction prevented a fire hot enough to damage the machinery seriously. The grinding mill is enclosed in a heavy casing of cast iron; the boiler stands on a cement base and is sheathed with brick, so it is not damaged. The engine was not damaged, and the eltr. and office did not burn. While the machinery can soon be made ready for operation, the plant can not, and the loss is increased by the time in which it occurred, just as the crop was beginning to come in.

LOUISIANA.

New Orleans, La.—Henri L. Gueydan, mgr., and S. Locke Breaux, pres., of the Rice Ass'n of America, recently addressed the directors of the Board of Trade on the campaign by the ass'n to advertise rice.

Morganza, La.—Two cars of corn were shipped from here recently, one each by N. Tircuit and J. W. Campbell, noteworthy as the first corn ever shipped out of this town. A few fields of rice have been planted in this vicinity this year.

MARYLAND.

Breathedsville, Md.—Frame warehouse and grain eltr. on B. & O., containing 1,000 bus. of wheat, burned early in the morning of Oct. 3. Loss \$10,000; partly insured. The building also contained the R. station, the village postoffice and the general store of Charles E. Routzahn, who operated the eltr. It will be rebuilt.

Baltimore, Md.—E. F. Richards & Co. is the title of a new grain firm organized by Mr. Richards, who has grown up in the grain business and knows the foreign as well as the domestic end of it, and Oscar M. Gibson, until recently a traveling representative of C. P. Blackburn & Co. The new firm will do a receiving and consignment business.

Baltimore, Md.—Thomas S. Clark & Sons, commission merchants of this city, received on Oct. 16 the first carload of new western shelled corn of the season. It came from a point in Indiana and graded No. 2 white.

Baltimore, Md.—Henry A. Wroth, sec'y of the Chamber of Commerce, shot himself while lying in bed at his home in Vanbibber Oct. 18 and died that night, aged 55 years. He had met financial reverses and was prevented by nervous prostration from attending to business.

MICHIGAN.

Erie, Mich.—My successor is W. Teall. —C. J. Allen.

Climax, Mich.—The mill belonging to Allen Ayrault of this city has been dismantled and will be reconstructed into an eltr.

North Branch, Mich.—The Harper Eltr. Co. has moved a large building belonging to it to a site near the station and will reconstruct it into an eltr.

Detroit, Mich.—F. J. Webb victimized a number of shippers of grain, hay and flour recently by soliciting their shipments which he sold below value and fled with the proceeds.

Eaton Rapids, Mich.—The side track leading to the eltr. of Crane & Crane will be moved close enough to the building so that cars can be loaded without trucking across a plank walk as a part of the work has to be done at this time.

Allegan, Mich.—E. F. Sherman has brot suit against the Lake Shore & Mich. Southern for \$25,000 damages he claims as loss by fire which destroyed his eltrs. here July 7. He alleges the fire was caused by a spark from a locomotive.

Detroit, Mich.—Officers elected at the September meeting of the Michigan Bean Jobbers' Ass'n, held in this city, are as follows: Pres., J. A. Heath, Lenox; first vice-pres., H. E. Chatterton, Mt. Pleasant; second vice-pres., C. J. Miller, Swartz Creek; third vice-pres., Frank E. Nowlin, Albion; sec'y, G. F. Allmendinger, Ann Arbor; treas., W. N. Isbell, Lansing; directors, for one year: F. H. Richardson, Fairgrove; C. E. Depuy, Pontiac; for two years: D. Mansfield, Remus; E. A. McGeorge, Cass City.

East Lansing, Mich.—Appreciation of the efforts being made by the Michigan State Millers' Ass'n to encourage improvement in the quality of wheat grown in the state is found in the following letter sent by Prof. J. A. Jeffrey, of the Michigan Agri. College, to Sec'y Harry E. Hooker: "I was greatly pleased with the result obtained at the West Michigan fair this year. The judging was very carefully done by Mr. Voigt, Mr. Rowe, and their assistant. The samples of wheat exhibited were of most excellent quality and I feel that the interest which the Millers' Ass'n is taking in this work will do much to place that part of the fair on a much higher and more respected standard. There were thirteen samples of white wheat and seven samples of red wheat exhibited."

MINNESOTA.

St. Cloud, Minn.—H. C. Erwin will erect an eltr. of 30,000-bus. capacity here.

Rush City, Minn.—The eltr. of the Rush City Mlg. Co. is now nearing completion.

Duluth, Minn.—Ernest A. Vivian, with the Consolidated Eltr. Co., was married Oct. 6 at Canton, O., to Miss Emma Elizabeth Killian.

Badger, Minn.—The Red Lake Falls Mlg. Co. has begun the erection of a large eltr. here.

Hasty, Minn.—A. Rasmussen and A. C. Nord have rented the eltr. of the Central Lumber Co. at this place.

New London, Minn.—The Farmers' Eltr. Co. has appointed Peter Skoglund mgr., for the coming year.

Ostrander, Minn.—Farmers' Co-operative Eltr. Co. organized here; Pres., C. P. Hadland; sec'y, H. C. Larson.

De Graff, Minn.—I have resigned as mgr. for the Duluth Eltr. Co., Sherman, S. D., and have taken charge of the De Graff Farmers Eltr. Co.—C. H. Hanson.

Duluth, Minn.—Walter C. Poehler has succeeded J. A. Walter, resigned, as director of the Board of Trade. He was chosen at a special election held Sept. 28.

Hadley, Minn.—The eltr. of the Parker Eltr. Co. has been sold by the sheriff to satisfy a mortgage held by the Minnehaha Nat'l Bank of Sioux Falls, S. D. It is understood that the eltr. will soon be opened for business with C. F. Lowe operating it.

Brainerd, Minn.—Local business men have arranged with George Fricker to buy wheat at the Brainerd Roller Mills. This move was made for the accommodation of local farmers who, since the burning of the eltr. of the Monarch Eltr. Co., have had no cash market here.

Sherack sta., Euclid p. o., Minn.—The eltr. of the Monarch Eltr. Co. at this place collapsed Oct. 7 and from 16,000 to 20,000 bus. of grain were precipitated to the ground. The damage was considerable as a heavy rain fell just after the collapse. A. Shirek is agt. for the company here.

Duluth, Minn.—The Duluth Board of Trade, according to a report given out by Sec'y Chas. F. MacDonald Oct. 1, has amended its rules to provide for interest on advances, to be charged at the legal rate in force in the state of Minnesota, instead of at the "current rate of interest," formerly provided. The legal rate in Minnesota is 6 per cent.

Wylie, Minn.—Our company hereafter will handle lumber in connection with the grain business. Considerable has been done in the way of improvement by the company this year and still more is going to be done, as under the efficient management of Mr. Cruzen the business has grown to such an extent that more room and more help are needed. The Great Northern unloaded two cars of steel on the Wylie branch the last week so as to have the line in first class condition to handle heavy freight from this point.—The Wylie Farmers Eltr. & Merc. Co.

MINNEAPOLIS LETTER.

James L. McCaul has been elected a director of the Chamber of Commerce.

The St. Anthony & Dakota Eltr. Co., of Minneapolis, an auxiliary of the Washburn-Crosby Co., has increased its limit of indebtedness to \$5,000,000.

The proposition to close the Chamber of Commerce at 1 p. m. daily instead of 1:15, which is being agitated on the grain exchanges of other cities, meets with general favor here and is likely to be adopted.

The Great Western road has notified shippers that they must not load their cars to exceed 10 per cent over marked capacity. The recent scarcity of cars has been the cause for some eltr. companies to load available cars beyond their capacity limits.

New members of the Chamber of Commerce: J. G. Claphamson, J. W. Avery, Homer D. Wells, Charles E. Hunting, Hunting Eltr. Co., McGregor, Ia.; C. S. Christensen, Sr., miller, Madelia, Minn. Walter Turler, grain dealer, Duluth, have applied for membership in the exchange.

The Minnesota corn crop hereafter will be included in the preliminary surveys of the crop reporting board of the department of agriculture in Washington. For some reason the corn crop of this state has not been included in the bulletins. The state board of immigration called the attention of the government to the omission.

The new cash grain committee of the Chamber of Commerce is composed of G. A. Morris, chairman; R. C. Davis, P. B. Getchell, H. F. McCarthy. The committee on regular terminal elevators consists of H. F. Douglas, chairman; F. B. Wells, J. D. McMillan, Jos. Chapman, Jr. Committee on investigation: Geo. P. Case, chairman; D. A. McDonald, S. J. McCaull.

The validity of the state reciprocal demurrage law is to be decided by the Minnesota state supreme court during the present term. Four cases have been set for Nov. 19. Three of these are Minneapolis cases: S. P. Martin against the Great Northern, Edward Jansen against the Great Northern and C. C. Grieg against the St. Louis road. The fourth case comes from Rockway—Hardwick Farmers' Elevator Company against the Rock Island.

The Pillsbury Flour Mills Co. will begin work at once on a fireproof eltr. to cost \$225,000 and with a capacity of 430,000 bus. It will stand next to the Pillsbury "A" mill. Twenty-five tanks of concrete and tile will be built with a working house on top. The eltr. will be so placed upon the property adjoining the mill that its capacity may be increased at any time by the construction of additional tanks. Contract has been awarded to the Barnett & Record Co.

After Oct. 18 the following charges will be made for getting an exact sample of grain from cars in the railroad yards to the Chamber of Commerce: Sampling and getting type sample, 25c; special samples to settle differences, 50c; sampling and "rolling" mustard seed, \$1; resampling cars, 20c. Where sample is required from car in St. Paul \$1 will be charged in addition to the regular charge. At other stations the charge will be according to the time required and the necessary expense incurred.

A meeting of the Minneapolis Grain Commission Merchants' Ass'n was held Oct. 12, at which the recent action of certain large flour mills in the making of a new definition as to ownership of grain received was considered. Heretofore it has been the case that when grain in transit was sold to a local flour mill by a commission firm it became the property of the milling company the moment of its arrival in the freight yards. A few days ago notices were sent out by the Washburn-Crosby Co. and the Pillsbury Flour Mills Co. that hereafter their purchases of wheat would be on the basis of delivery at the mill. As Minneapolis receives between 85,000,000 and 90,000,000 bus. of wheat in a year, and the mills take the bulk of it, the question of the beginning of ownership is important. In times of congestion at terminals cars sometimes are not delivered for several days after arrival.

Acute car congestion is complained of by eltrs. situated on the tracks of the Northern Pacific in Minneapolis. They are unable to get cars switched in and out. Other roads are beginning to place embargoes against the eltrs. So long as grain prices remain firm the eltr. companies do not fear much loss, but should there be a break in prices eastern buyers probably would buy in the grain that is delayed in shipment and make the eltr. companies stand the loss.

The taking over by the state of the details of registration of grain in storage will result in a change in figures for the eltr. capacity of Minneapolis. The Devreux, Dibble, Interior No. 2, Great Western and Northwestern Consolidated remain private eltrs. not being registered under the new regulation. Regular eltrs., under the state registration, will deliver grain receipts as usual thru the Chamber of Commerce clearing house, but private eltrs. will not have that privilege. The Minneapolis grain-carrying capacity, under the new order, will be as follows: regular, 29 houses, 29,420,000 bus.; private, 22 houses, 11,070,000 bus.

N. W. Kendall, of New Haven, Conn., and F. J. Shalek of New York City, stockholders in the Consumers Malting Co., were in Minneapolis a few days ago looking over the new plant of the company. The company purchased the Douglas oil mill property some time ago and turned it into a malting plant and soon will be producing malt. Mr. Shalek, who is an experienced maltster, was impressed by the opportunities here for the industry, because of the abundant supply of barley, the raw material, that reaches Minneapolis every day. It was Mr. Shalek's prediction that within the next ten years the local malting industry will have grown greatly, and that Minneapolis will come eventually to a predominating position in the country as a malting center.

MISSOURI.

Kansas City, Mo.—J. Sidney Smith of J. Sidney Smith & Son, grain receivers and shippers, was recently operated on for appendicitis.

Kansas City, Mo.—Stevens & Fallis is a new cash grain brokerage firm composed of Philip A. Stevens and James C. Fallis. Both are well known in the trade in this city.

Springfield, Mo.—The cupola of the eltr. of the Eisenmayer Mfg. Co. was burned in a recent fire which started in a coopeage plant and was communicated to the eltr. There were about 80,000 bus. of wheat in the eltr. and this was considerably damaged by falling embers and water.

ST. LOUIS LETTER.

About 300,000 bus. of red Russian wheat is said to be en route to this market.

An invitation has been received from Arturo Hernandez, who is in charge of an exhibit of American foodstuffs at Havana, Cuba, during the winter. As the exports from St. Louis to Havana are of considerable importance, it is probable that millers will make a creditable display from St. Louis.

A tyro on the floor of the Exchange is Thomas Francis, fifth son of Ex-Governor D. R. Francis, who has bot a membership in the institution where his father once was conspicuous. The young man is receiving instruction in the mysteries of the grain pit from his uncle, Thomas B. Francis.

A local shortage of cars for grain shipments has been complained of and as a result several shippers have been notified by the railroads to load cars of any road that are available and not to wait for cars of connecting lines over which shipments are to go.

New members of the Merchants Exchange include Frederick H. Kreisman, St. Louis; S. G. McCracken, Springfield, Mo.; L. T. Swancut, St. Louis; B. H. Coyle, St. Louis; G. L. Kaeshoefer, St. Louis; V. L. Jones, St. Louis. Memberships sold: Thomas E. Stocker, Frank V. Woodlock, F. H. Law, Geo. A. Campbell, H. H. Taylor, Arnold H. Mynders. —Geo. H. Morgan, Sec'y.

Two cars of Alfalfa consigned to the Cochrane Grain Co., St. Louis, this week, proved to be an invoice of smuggled Chinamen from the Mexican border. The authorities made an investigation upon arrival of the cars, upon some tips from El Paso, but while they found abundant traces of the Chink Domicile in the ends of the cars, the birds had flown somewhere South of here.

Injunctions against a number of alleged bucket-shop operators were granted to the Chicago Board of Trade Oct. 21 by the U. S. District Court. The injunctions restrain the use of the continuous grain market quotations of the Chicago Board by 15 individuals and the Merchants Stock & Grain Co., operating 400 offices and having as principal owner Francis J. Miner, who was one of the owners of the Cella Commission Co. bucket-shop when it went out of business in 1906 after the Chicago Board had enjoined its use of quotations.

On account of the many unpleasant features that attended the delivery of Red Russian and Pacific Coast Wheat some few years ago as "Contract Wheat" and desiring to protect the St. Louis Market from a recurrence of unpleasant complications, there is a movement on foot among the members of the St. Louis Merchants' Exchange to make a "Pacific Grade," which grade is now established in the rules of the Chicago Board of Trade. The petition has been quite generally signed by the commission men and millers in this territory. In spite of the frequent recurrence of a report that a large volume of this Wheat had been bought for shipment to the East and particularly to St. Louis, there seems little authenticity and it is probable that the story is largely exaggerated.

The celebration of the one hundredth anniversary of the founding of St. Louis, which occupied the week ending Oct. 9, was participated in by all of the business and industrial organizations, civic societies and educational institutions of the city. A prominent part in the Centennial was taken by the Merchants Exchange in entertaining the mayors of 350 cities and towns, representing 30 states, who attended the celebration as specially invited guests of the municipality. A cereal and agricultural display, arranged under the direction of Bert Ball, chief of the publicity department of the exchange, was one of the tributes paid the visitors. Hundreds of grain men and millers were in attendance at special invitation of the Exchange and others who did not receive invitations were shown the same courtesies and made just as welcome. The doors of the trading floor were thrown open to all who cared to enter. Following the reception the visitors were served luncheon at the Planters hotel. E. E.

Scharff, pres. of the Merchants Exchange, presided at the luncheon as he did at the reception.

MONTANA.

Wibaux, Mont.—R. B. Chappell has been appointed mgr. of the new farmers eltr. which has opened for business here.

Garneill, Mont.—F. W. DeLong, of Albert Lea, Minn., has taken the position of mgr. of the eltr. of the Western Lbr. & Grn. Co.

Hinsdale, Mont.—New eltrs. were opened for business by the St. Anthony & Dak. Eltr. Co., Oct. 15, here and at Malta, Harlem and Chinook in this state.—C. D. Jenkins, Minneapolis.

NEBRASKA.

Breslau, Neb.—Geo. Hitchins is having an eltr. built by the Younglove Construction Co.

Gothenburg, Nebr.—The M. C. Peters Mill Co. of Omaha is building an alfalfa meal mill here.

Ogallala, Neb.—Trans-Mississippi Grain Co. is installing a Hall Signalling Grain Distributor.

Hebron, Neb.—S. D. Powers has been engaged as mgr. of the new eltr. of the Farmers Eltr. Co.

Farwell, Neb.—W. T. Barstow Grain Co. has installed a Sonander Automatic Scale in its eltr. here.—C. W. Baker, mgr.

Grand Island, Neb.—Henry Glade & Sons have the foundation ready for 2 steel wheat tanks, capacity 20,000 bus. each.

Lincoln, Neb.—At a recent meeting the directors of the Lincoln Grain Exchange voted to raise the membership fee from \$25 to \$50.

Belfast, Neb.—An eltr. will be erected here for the W. T. Barstow Grain Co. of Lincoln, Neb., by W. H. Cramer. The foundation already is in.

Heartwell, Neb.—Have just installed an 8 h. p. gas engine fitted with cistern and circulating pump.—Chas. H. D. Avery, mgr. Shannon Grain Co.

Osmond, Neb.—This place has quite a warm market. As the old saying is "Two are a couple" etc.; but here are four and a crowd too big for the business.—One of Them.

Omaha, Neb.—J. A. Murphy, sec'y of the Roberts Grn. Co., this city, was married Sept. 29 at Crete, Neb., to Miss Mabel Dutch. After a wedding trip to Kansas City and other points they will be at home in Omaha.

Omaha, Neb.—J. A. Bushfield & Co., one of the leading brokerage firms of Wichita, Kan., has opened offices in this city. R. A. Hastings now is in charge of the Wichita house and J. A. Bushfield will assume charge of the Omaha office.

Nebraska City, Neb.—The articles of incorporation of the Duff Grain Co. have been amended to issue \$150,000 in treasury stock and \$200,000 in common stock of their company. B. A. Duff has been elected pres. and Charles Schneider sec'y.

Bookwalter, Neb.—Wm. Potts, deputy county treasurer, of Pawnee City, has bot the property of the Johnston Grain & Coal Co. at this place; consideration, \$7,000. Possession given at once. This plant had just been enlarged by the Johnston Co. and a new 10 h. p. gasoline engine, automatic scales and a carloader had been installed. We understand that Mr. Potts' brother-in-law, Mr. Lore of Du Bois, is to be mgr.—C. Hanson, mgr. Duff Grain Co.

Denton, Neb.—The total loss suffered in the fire of Oct. 7 which destroyed the eltrs. of H. O. Barber & Son and H. F. Austin is estimated at \$33,000. The eltr. belonging to the Barber concern, which was a large structure with capacity of 60,000 bus. of shelled and 40,000 bus. of ear corn, was totally destroyed. The company places its loss at \$25,000, insurance \$11,500. About 15,000 bus. of wheat and corn were stored in the house at the time. Mr. Austin estimated his loss at about \$8,000. Coal sheds and an implement house, in addition to his eltr. were burned. Sparks from a passing engine set fire to the Barber eltr. and from that point the flames were communicated to the adjacent buildings. The Austin eltr. had a capacity of 15,000 bus. and was built only 4 years ago.

NEW ENGLAND.

New Britain, Conn.—Stanley-Svea Grain & Coal Co. has increased its capital stock from \$20,000 to \$40,000.

Boston, Mass.—J. E. Stover, S. C. Cummings and H. G. Taylor have made application for membership in the Chamber of Commerce.

Fall River, Mass.—Mackenzie & Winslow incorporated with capital of \$100,000, 1,000 shares at \$100 each; Pres., J. C. Mackenzie; treas., T. Walker, Jr.

Quincy, Mass.—N. A. Ellis, formerly eastern representative for Chapin & Co., Buffalo, N. Y., has taken a similar position with the Toledo (O.) Eltr. Co., with offices in this city.

NEW YORK.

Oneonta, N. Y.—The Oneonta Mfg. Co. will erect a grain drier building 20x35 by 60 ft. high. A steam plant will be installed.

New York, N. Y.—The proposed plan for a federation of commercial exchanges, recently endorsed by the Produce Exchange of this city, has resulted in the appointment by Pres. Welding Ring, of the Exchange, of a conference committee, consisting of the following members: L. W. Forbell, Lyndon Arnold, T. Harry Story, George R. Green, William H. Trafton, H. M. Bogert and John Aspegren.

Highland Mills, N. Y.—But few dairy men left in this section; all selling out account of high prices and lack of laborers who will do farm work. Few of the young and rising generation, who belong to the ranks of labor, know how to milk a cow or do any kind of farm work; all who can drive a nail or saw a board pass as mechanics—short hours, big pay on contract work. Grain and feed trade slow; no other firm here handling feeds or grain; margins very close; outside competition strong at starvation prices; collections very poor and capital generally tied up.—George Cromwell.

BUFFALO LETTER.

Buckwheat crop in this state is good after all, but the price is well up. One dealer says that he is offering \$1.25 per hundred for it, but is asked \$1.50.

The Townsend-Ward Co. of this city has consolidated its Cleveland office with the home office at Buffalo and all business will be done hereafter from the Buffalo office.

The first car of new shelled corn arrived Oct. 15, from Paulding Co., Ohio, consigned to the Churchill Grain Co. It graded sample, wet and heating in spots. A bid of 56c was made on arrival.

The steamship Western Star went aground just inside the south entrance of the Buffalo harbor the morning of Oct. 15. Lightering was necessary to release the boat. She was loaded with Canadian wheat in bond.

The Washburn-Crosby Co. has now got its new second section running so steadily that it is making 10,000 bls. of flour here a day and would be glad if the third section were provided with machinery, the demand for flour is so great.

An immense amount of oats has gone thru here this fall and tho a good part of them goes for domestic feed it is stated that the big movement has been largely on account of the export demand for them from Cuba and the West Indies generally.

There is now for the first time quite a car shortage in the grain trade, so that the eltrs. are filling up. It sometimes takes several days to get a car for various points, as the roads will not let them go far away often, even if they have them.

No doubt from the fact that the railroad eltrs. in the harbor are of wood it is noted that the three roads, New York Central, Erie and Pennsylvania, have together handled only about 7,500,000 bus. or about 13 per cent of the whole, through their own houses.

The Spencer Kellogg Co. has announced that it will erect an eltr. with a capacity of 1,000,000 bus. in this city. It will be 155 ft. high, with ground floor dimensions of 285 by 56 ft. Cost will be about \$285,000. The Steel Storage & Eltr. Const. Co. will have general charge of the work.

Grain coming in by lake shows a big increase, most of it being wheat, but the increase last fall was quite as large, so that the figures are about as far apart as they were during the summer, the amount now being a fraction over 57,000,000 bu. elevated, as against something over 61,000,000 a year ago.

The smile broadens on the countenance of Chief Grain Inspector Anderson as the fine samples of all sorts of grain come in. Seldom has everything run so high in grade. The oat crop is running down now, so much of it has been marketed, but corn is taking its place and corn looks like pure gold in the samples, as the inspector remarks. A little new corn is coming in, bright, fine and wet, not grading above No. 4 yet.

The main difficulty in the grain market is that winter wheat is so high that all sorts of devices have to be made to turn out flour that will meet the cost. If spring wheat will answer it is used and there is report from grain dealers that quite an amount of durum is used, on account of its low price. It was not so long ago that Kansas wheat was off color here, just as durum is now, but Kansas is popular now and quite out of our reach.

The loss on the Great Eastern Eltr. from water, poured upon it by the firemen to put out a tiny fire that never could have spread in a steel structure, is settled as to the oats, the gross damage being \$29,000 and the net damage, \$8,000. The big difference was on account of the salvage, the wet oats selling to within 2 cents a bushel of the full market price. There is a large loss on corn and rye to settle, which is expected to make the net total about \$30,000, all because a fire chief forgot that steel will not burn.

The Spencer Kellogg Co. has arranged to tear down the Coatsworth elevator, which it has owned some time, and erect on the site a steel house 156 feet high and 56 by 285 feet on the ground, with capacity of 1,000,000 bu. and costing \$275,000. Tho the contract is let to the Steel Storage & Elevator Construction Co. of Buffalo the work will not begin till Jan. 1, when the old wooden elevator will be removed and everything disposed of, only new and most modern machinery being used, so that the working force needed to operate the elevator will be only about half that of an ordinary million-bushel house.

The Western Elevating Ass'n has issued its winter-storage rate card, having made the same rates as last season, 2 cents a bu. to Apr. 5 for steel eltrs., and 1½ cents a bu. for wooden eltrs., the difference being on account of the insurance. Little or no grain has yet been taken for winter, tho some has been chartered for holding afloat at a half cent over the regular lake freight rate. It will be seen by the difference of charges between wooden and steel eltrs. that it hardly pays to carry the wooden ones. The Coatsworth Eltr. is a comparatively new one, being built less than 20 years ago to replace another that burned, but it cannot stand steel competition.—J. C.

NORTH DAKOTA.

New England, N. D.—The new eltr. is finished for the Columbia Eltr. Co.

Berwick, N. D.—I am local agent for the Heising Eltr. Co.—J. F. Steiner.

Kindred, N. D.—I am mgr. of the Farmers Eltr. Co.—Max H. Strehlon.

Eastedge, N. D.—I am mgr. for the Eastedge Farmers Eltr. Co.—A. G. Moran.

Stirum, N. D.—The foundation has been completed for the new eltr. of F. C. Rector.

Cavalier, N. D.—The Imperial eltr. is closed.—E. F. Hamilton, agt. McCabe Bros.

Mapes, N. D.—I am agt. here for the St. Anthony & Dak. Eltr. Co.—L. G. Pennington.

Duane sta., Ellendale p. o.—E. D. Pierce is mgr. of the Farmers Eltr. Co.—F. M. Walton.

Barton, N. D.—E. Tarsett is mgr. for the Duluth Eltr. Co.—K. E. Larson, mgr. McCabe Bros.

Taylor, N. D.—The new eltr. McCarthy Bros. are building for the farmers is nearing completion.

Forman, N. D.—The Osborne-McMillan Eltr. Co. has material on the ground for its new eltr.

Dresden, N. D.—I am no longer in the grain business.—Aug. Moritz, formerly agt. Cargill Eltr. Co.

Enderlin, N. D.—I have succeeded R. O. Bell as agt. for the Osborne-McMillan Eltr. Co.—M. W. Scanlon.

Knox, N. D.—T. Chandler is agt. for the Winter & Ames Co.—A. J. Schmitz, agt. St. A. & Dak. Eltr. Co.

Hansboro, N. D.—The eltr. of the Imperial Eltr. Co. is closed.—Fred A. Kellogg, agt. National Eltr. Co.

Argusville, N. D.—The eltr. of the Anchor Grain Co. is closed.—C. H. Hancock, mgr. Farmers Eltr. Co.

Delamere, N. D.—Alfred Olreson has bot the eltr. of J. O. Blonin.—Elof Anderson, agt. Andrews Grain Co.

Lidgerwood, N. D.—We have succeeded Wm. Movius.—Lidgerwood Mill Co.

Gronna, N. D.—I am agent here for the Amenia Eltr. Co.—G. H. Reisdorph.

Bloom sta., Springwood p. o., N. D.—Our 25,000-bu. house on the N. P. is the only eltr. here.—Star Eltr. Co.

Eckman, N. D.—D. L. Lytle sold his eltr. here to the Woodworth Eltr. Co.—B. J. Wolf, agt. Atlantic Eltr. Co.

Reeves sta., Ypsilanti p. o., N. D.—Our eltr. on the N. P. is the only one here; capacity, 30,000 bus.—Star. Eltr. Co.

Colfax, N. D.—H. N. Parker is now agt. for the St. Anthony & Dak. Eltr. Co.—S. O. Nelson, agt. Cargill Eltr. Co.

Neche, N. D.—The Minn. & Northern Eltr. Co.'s house is closed here.—C. E. Briggs, mgr. Neche Grain & L. S. Co.

Argusville, N. D.—Stair, Christensen & Timmerman bot the eltr. of A. N. Cook.—Chas. A. Pake, mgr. Farmers Eltr. Co.

Blabon, N. D.—W. E. Taplin is agt. for the Blabon Farmers Eltr. Co. A. B. Holt, Jr., agt. St. Anthony & Dak. Eltr. Co.

Knox, N. D.—The house of the Imperial Eltr. Co. is closed for the season.—J. A. Sherwin, agt. Knox Farmers Eltr. Co.

Courtenay, N. D.—I sold my eltr. at this point to Atwood Larson Co. and am now located at Dickinson, N. D.—F. J. Lytle.

Balfour, N. D.—E. W. Meinhardt operates his new 25,000-bu. eltr. himself.—M. F. Walsh, mgr. Balfour Farmers Exchange.

Carrington, N. D.—Ely Salyards & Co. and the Standard Grain Co. solicit truck shipments, against the regularly equipped dealers.

Crete, N. D.—The eltr. of J. J. Peters is operated under the name of the Crete Grain Co.—A. G. Kennedy, agt. Thorpe Eltr. Co.

Harvey, N. D.—I have taken a partner and we operate under the firm name of S. S. Renfrew & A. W. Huff Co.—S. S. Renfrew.

Kramer, N. D.—A. Krenke has succeeded T. Wittie as agt. for the Northland Eltr. Co.—Wm. Monadel, agt. Atlantic Eltr. Co.

Alfred, N. D.—The Alfred Farmers Eltr. Co. has succeeded the Lyon Eltr. Co. at this place.—Frank Boldt, agt. Powers Eltr. Co.

Stanley, N. D.—I am mgr. for Arnold Bros. at this point, and H. W. Arnold is mgr. at our headquarters in Berwick.—H. J. Arnold.

Hankinson, N. D.—W. L. Zimmerman is agt. for the St. Anthony & Dak. Eltr. Co.—W. T. Spencer, agt. Osborne-McMillan Eltr. Co.

Forman, N. D.—The Osborne-McMillan Eltr. Co. will rebuild its warehouse into an eltr. this fall.—Hans Hall, agt. Atlantic Eltr. Co.

Hartland, N. D.—I now own only the one eltr. here. The other is that of the Williams Eltr. Co., J. L. Williams mgr.—C. M. Stinchcomb.

Edville sta., Ellendale p. o., N. D.—Pehl Eltr. Co. has a 20,000-bu. eltr. here on the G. N.—F. M. Walton, mgr. Ellendale Grn. & Pro. Co.

Park River, N. D.—H. T. Howell is local agt. for the Minn. & Nor. Eltr. Co. The eltr. of the St. Anthony & Dak. Eltr. Co. burned.—A. White, agt. Imperial Eltr. Co.

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Lankin, N. D.—Ed. Sobolik has succeeded Mr. Warren as agt. for the Northland Eltr. Co.—P. O. Talle, mgr. Lankin Farmers Eltr. Co.

Hamilton, N. D.—The eltrs. of both the Duluth Eltr. Co. and the National Eltr. Co. are closed at this point.—E. J. Willson, agt. McCabe Bros.

Kramer, N. D.—Cameron Bros. Eltr. has succeeded the Cameron Eltr. Co., with R. H. Paull as buyer.—H. B. Engle, mgr. Farmers Eltr. Co.

Mooreton, N. D.—The Mooreton Farmers Eltr. Co. is building a new feed mill beside its eltr.; cost, \$200.—O. I. Sethre, agt. Andrews Grain Co.

Kermitt, N. D.—I am agt. for the Minnekota Eltr. Co. and have an annex for boarded wheat. I run both for that company.—L. V. Duncansen.

Lansford, N. D.—Farmers are building a house on the Soo at the new town of Greene between Tolley and Grano.—F. A. Leavitt, agt. McCabe Bros.

Grand Forks, N. D.—C. A. Newhouse has succeeded E. P. Nelson as agt. for the Duluth Eltr. Co.—P. J. Kavanaugh, mgr. Russell Miller Mfg. Co.

Nicholson, N. D.—R. W. Lafstrom has succeeded John A. Hicks as agt. for the Osborne-McMillan Eltr. Co.—Frank R. Moore, agt. Atlantic Eltr. Co.

Harvey, N. D.—Gackle & Billigmeier have succeeded the Gackle Eltr. Co.—Geo. Billigmeier is mgr.—C. C. Peterson, mgr. Harvey Farmers Co-op. Ass'n.

Jud, N. D.—The Farmers Eltr. Co., Wm. Moo mgr., has succeeded the Gribbin-Alair Grain Co. at this point.—A. Lundgren, agt. Thorpe Eltr. Co.

Eckman, N. D.—Jas. Harrington is agt. for the Northland Eltr. Co. and A. Aselsen for the Woodworth Eltr. Co.—E. J. Capwell, agt. C. G. Irey Eltr. Co.

Buford, N. D.—The new eltr. of the St. Anthony & Dak. Eltr. Co. at this point was opened for business Oct. 15.—C. D. Jenkins, Minneapolis, Minn.

Dawson, N. D.—The new eltr. of the recently incorporated Farmers Eltr. Co. will soon be ready for business.—E. F. Brummund, agt. Powers Eltr. Co.

Buxton, N. D.—The eltr. of the Acme Grain Co. is closed and I am now agt. for the Mnpls. & Nor. Eltr. Co.—S. M. Sorenson, former agt. A. Grn. Co.

Brumbaugh, N. D.—Ira D. Brook has succeeded E. C. Latham as agt. for the Northern Eltr. Co., and I am agt. for the Atlantic Eltr. Co.—C. F. Deardorf.

Hong sta., York p. o., N. D.—The Horg Farmers Eltr. Co. has bot the eltr. of the National Eltr. Co.—A. J. Schmitz, agt. St. A. & Dak. Eltr. Co. Knox, N. D.

Barton, N. D.—L. Thorsen is agt. for the Duluth eltr. Co. McCabe Bros. have given their eltr. a fresh coat of paint.—H. B. Hanson, agt. St. Anthony & Dak. Eltr. Co.

Woods, N. D.—The Woods Farmers Eltr. Co. is remodeling the flathouse in connection with its eltr. so as to secure more room for handling grain.—J. H. Jorgeson.

Hurdsville, N. D.—Our eltr. on the N. P. has a capacity of 52,000 bus. Two others here, one owned by the Lyon Eltr. Co., the other by the Andrews Grain Co.—Star Eltr. Co.

Havanna, N. D.—J. E. Hudson, formerly with the St. Anthony & Dak. Eltr. Co., is mgr. of the Havanna Eltr. Co. that recently bot the house of the Cargill Eltr. Co.—H. J. Waddell.

Epping, N. D.—Between Sept. 1 and Oct. 4 I handled 75,000 bus. of grain. and will handle about 150,000 bus. this season.—H. A. Schroeder, agt. St. Anthony & Dak. Eltr. Co.

Leal, N. D.—The eltr. of the Woodworth Eltr. Co. is not open this season. James Haden is local agt. for the Osborne-McMillan Eltr. Co.—Geo. Sampson, agt. N. J. Olsen & Sons.

Hensel, N. D.—H. J. Kennedy has succeeded D. O. McQuinn as agt. for the State Eltr. Co. J. H. Norman is agt. for the National Eltr. Co.—W. W. Whipple, agt. 1horpe Eltr. Co.

Baldwin, N. D.—A. J. Richards is local agt. for the Lyon Eltr. Co., and I am agt. for the Dodge Eltr. Co. that has succeeded the Washburn Eltr. Co. at this point.—C. W. Reynolds.

Lone Tree, N. D.—The eltr. of the Anchor Grain Co. is closed. We took in 100,000 bus. of grain during the first 32 days of this season.—W. E. Tucker, agt. Lone Tree Farmers Eltr. Co.

Braddock, N. D.—The Minn. & Western Grain Co., for which I am local agt., bot out Lehr, Nagel & Co. at this point. F. H. Cottens is buyer for the Osborne-McMillan Co.—F. L. Griffith.

Belfield, N. D.—We purchased the eltr. here of J. E. Dyer and have leased it to the Minnesota & Western Grain Co. for the season of 1909-10.—Goodridge-Call Lumber Co., Minneapolis, Minn.

Cuba, N. D.—The Osborne-McMillan eltr. here was taken down and moved out on the Bismarck branch of the Soo. In four weeks I handled 80,000 bus. of grain thru my eltr.—Thos. C. Lillethun.

Colgate, N. D.—J. Wigdahl has succeeded E. S. Malone as agt. for the Cargill Eltr. Co. Geo. Pope is agt. for the Colgate Farmers Eltr. Co.—F. M. Cook, agt. St. Anthony & Dak. Eltr. Co.

Greenfield sta., Hunter p. o., N. D.—A. J. Thompson will install a new Eureka Cleaner, side shake with repeat sieve operation, to clean all his grain.—Hans P. Peihl, supt. A. I. Thompson Farm.

Moselle sta., Wyndmere p. o., N. D.—The Atlantic Eltr. Co. did not open its house this year at this station, a siding on the Soo.—W. F. Benz, agt. Osborne-McMillan Eltr. Co. Mantador, N. D.

Kempton, N. D.—Geo. Fox is agt. for the Farmers Eltr. Co., which installed a new 15-h. p. engine this fall. A. Fredenberg is local agt. for the Winter & Ames Co.—C. R. Adams, agt. National Eltr. Co.

Chaffee, N. D.—I. M. Bunn is agt. for the Farmers Eltr. Co., that has built a 15,000-bu. annex to its eltr. We moved and remodeled our seed house and eltr.—Robert Love, agt. Amenla & Sharon Land Co.

Ellerdale, N. D.—The Ellendale Mfg. Co. has leased the eltr. of the Northwestern Eltr. Co. Walton & Wall operate under the name of the Ellendale Grain & Produce Co., for which I am mgr.—F. M. Walton.

Emrick, N. D.—Ed Hoyford is agt. for the Grain Producers Eltr. Co. that intends to remodel its house. T. Fredenberg is agt. for the Osborne-McMillan Eltr. Co.—H. H. Nixon, agt. Regan & Lyness Eltr. Co.

Fessenden, N. D.—J. E. Garver paid \$11,000 for the eltr. property of Albus & Krueger. A. M. Greenfield has succeeded O. J. Torhanson as agt. for the Royal Eltr. Co.—G. P. Giltner, buyer Regan & Lyness Eltr. Co.

Page, N. D.—L. E. Smith has succeeded R. B. Dunnham as agt. for the Cargill Eltr. Co. The Farmers Eltr. Co. has succeeded W. J. Thompson; J. C. Miller, agt.—John Murphy, agt. A. O. Cornwell.

The North Dakota Railroad Commission has officially approved the grade of North Dakota No. 1 hard wheat established some time ago by the Wisconsin Railroad and Warehouse Commission.

Edinburg, N. D.—The eltr. of the Imperial Eltr. Co. is closed. J. Smith has succeeded C. B. Tague as agt. for the St. Anthony & Dak. Eltr. Co.—O. O. Torgerson, agt. Edinburg Farmers Eltr. Co.

New Rockford, N. D.—The eltr. of the Farmers Eltr. Co., containing 45,000 bus. of grain, mostly wheat and flaxseed, burned recently; insurance \$13,000 on grain; loss about \$25,000 above insurance.

Fessenden, N. D.—J. E. Garver has succeeded Albus & Krueger and manages the eltr. himself. The Victoria Eltr. Co. has succeeded the Cargill-Robb Eltr. Co. with P. Teslow agt.—Jno. Walsh, agt. Minnesota Eltr. Co.

Bathgate, N. D.—Peter Hoogie has succeeded M. B. Fee as agt. for the Mnpls. & Nor. Eltr. Co. Since the Thorpe eltr. burned that company has not been in business here.—Louis Capitan, mgr. St. A. & Dak. Eltr.

Niagara, N. D.—E. F. Doran, formerly agt. for the Duluth Eltr. Co. at Arvilla, N. D., is now mgr. of the eltr. here of M. F. Swanston, operated by the Grain Producers Eltr. Co.—R. I. Parsons, mgr. Farmers Eltr. Co., Arvilla, N. D.

Deering, N. D.—M. Snowberger has succeeded I. R. Myers as agt. for the Imperial Eltr. Co. We have installed a new Avery Automatic Scale for loading cars; capacity, 1,000 bus. per hour.—F. I. Trotter, mgr. Farmers Eltr. Co.

Manitou, N. D.—M. C. Graham has succeeded the Pembina Municipality Farmers Eltr. Co. and has employed O. M. Parker as agt. I have succeeded J. H. Stone as agt. for the St. Anthony & Dak. Eltr. Co.—James N. Campbell.

Gwinner, N. D.—An annex has been built to the eltr. of the Andrews Grain Co. Geo. Landback has succeeded me as mgr. of the Farmers Eltr. Co. I am no longer in the grain business in Gwinner.—H. E. Wicklund, Bordulac, N. D.

Hunter, N. D.—A. O. Cornwell has painted his eltr. The Farmers Eltr. Co. has installed a new 15-h.p. Olds Engine. The annex built to the eltr. of the Cargill Eltr. Co. increased its capacity to 43,000 bus.—J. W. Brenner, agt. A. O. C.

Greenfield sta., Weible p. o., N. D.—I am no longer interested in the Weible eltr. at this point; A. J. Thompson, who bot it, is not a grain dealer but a grain producer; his eltr. is private and is used for farm purposes.—J. S. Weible, Fargo, N. D.

Binford, N. D.—The new 40,000-bu. eltr. of the Gt. Western Eltr. Co., replacing that burned last August, has been taking in grain for about three weeks. It is a fine house, up-to-date in every way.—Charles Patterson, agt. Monarch Eltr. Co.

Garrison, N. D.—The eltr. operated by the McLean Co. Farmers Eltr. Co., which burned Sept. 29, was owned by J. W. Lehart. The eltr. of the Osborne-McMillan Co. may not be rebuilt here. Both were well filled when burned. Our company, not the one burned out, has bot the eltr. of the Lyon Eltr. Co.—A. Koenig, mgr. Equity Farmers Eltr. Co.

Medford, N. D.—C. H. Hunt has succeeded P. O. Falls as agt. for the Woodworth Eltr. Co. The Donovan Eltr. Co., D. C. Donovan agt., has succeeded the Sullivan Eltr. Co., which has been discontinued.—J. H. Warren, agt. Northland Eltr. Co.

Carrington, N. D.—H. E. Robertson is local agt. for the Osborne-McMillan Eltr. Co. and J. H. McCarty for the Farmers Eltr. Co. B. L. Russell is not a dealer, he is sec'y for the Farmers Eltr. Co.—Fred Beier, mgr. Hammer-Halvorsen-Beier Eltr. Co.

Crystal, N. D.—G. Fuller is agt. for the Imperial Eltr. Co. J. Byfield has succeeded Bert Coleman as agt. for the National Eltr. Co. The State Eltr. Co. has not opened its house here this season. I am agt. for the St. Anthony & Dak. Eltr. Co.—J. A. Kelly.

Mapleton, N. D.—The Acme Grain Co. and the Gt. Western Eltr. Co. both closed their houses here last spring and did not re-open them this fall, leaving this market to the Andrews Grain Co. and the Amenia Eltr. Co.—C. N. Nolen, agt. A. Eltr. Co.

Kensal, N. D.—Regan & Lynes Eltr. Co., that succeeded Albus & Krueger at this point, has Hans Horgan for agt. Swan Nelson is local agt. for the Minnecota Eltr. Co. and Mr. Tucker for the Osborne-McMillan Co.—J. C. Ashley, agt. Kensal Farmers Eltr. Co.

Courtenay, N. D.—Jacob Isley is mgr. of the eltr. of the Atlantic Eltr. Co.; Curtis Shepard for the Farmers Eltr. Co.; N. O. Parsons for the Lytle Grain Co.; and a Mr. Jacobson for the Osborne-McMillan Eltr. Co.—C. H. Prosser, agt. Minnecota Eltr. Co.

Guelph, N. D.—The Minnesota & Western Grain Co. has built an up-to-date 40,000-bu. eltr. at this station and is doing a fair business for this season; C. L. Harris, agt. By Oct. 4 we had handled 85,000 bus. thru this eltr.—C. H. Hanson, agt. Northwestern Eltr. Co.

Drayton, N. D.—The fire in the cupola of the eltr. of the Thorpe Eltr. Co., Oct. 1, is believed to have been caused by the friction of a belt rubbing against the woodwork of the eltr. shaft. Between 5,000 and 6,000 bus. of wheat stored in the building was ruined by smoke and water.

Gackle, N. D.—J. H. Myers, formerly of Elhard & Myers, is now local mgr. for both the eltrs. of the North Dak. Eltr. Co. and M. Heof & Co. Chas. Tig is agt. for the Powers Eltr. Co.; and H. H. France is mgr. for the Farmers Eltr. Co.—W. G. Kirkpatrick, mgr. Lyon Eltr. Co.

Anamoose, N. D.—The Victoria Eltr. Co. has succeeded the Cargill-Robb Eltr. Co. at this point and has employed Frank Nittle as agt. Wm. Ostreich is agt. for the Schmidt & Gulack Eltr. Co., and Art. Murphy for the Woodworth Co. Martin Hublou is mgr. for our firm.—Martin Hublou & Co.

Sanborn, N. D.—The 7-year-old daughter of L. B. Suttan, a painter, was killed here by getting caught in a revolving shaft projecting from one of the local eltrs. Some changes were being made and the shaft had been left projecting about three feet above the ground. The little girl and several companions had been amusing themselves by riding on the shaft. The wind blew her skirts about the shaft and the rapidly revolving piece of steel beat her against the ground. Before the engine could be stopped she was fatally injured.

Bantry, N. D.—The eltr. of the A. N. Cook Eltr. Co., sold recently to a Minneapolis firm, has been leased by the Farmers Eltr. Co., Chas. A. Pake, mgr., which will operate two if it can not get sufficient cars. W. H. Weir is mgr. for McIntyre & Weir.—Oscar R. Fisher, mgr. Duluth Eltr. Co.

Mantador, N. D.—The Atlantic Eltr. Co. will not open its house here this season. J. F. Mitchell, its former agt., is employed here by the Farmers Terminal Eltr. Co. of Hankinson, N. D. The only eltr. operated here this year is that of the Osborne-McMillan Co., for which I am agt.—W. F.

Heising, N. D.—The Riverside Farmers Eltr. Co. is building a 240-ton coal shed and will enter the retail coal trade; E. P. Lindgren, the agt., will take charge of that in addition to the grain. The Heising Eltr. Co. recently painted its eltr.; Aug. Arndt from Northwood, Minn., is its new mgr.—X.

Merricourt, N. D.—W. A. Caldwell has succeeded the Atlantic Eltr. Co. at this point and has employed O. C. Hunter as agt. U. Welch is agt. for the Merricourt Eltr. Co. W. J. Webb is building a new brick, fireproof eltr. here; capacity, about 25,000 bus.—Frank Kaufenberg, agt. Kellogg Commission Co.

Edgeley, N. D.—The Farmers Eltr. Co., organized by a few local business men and farmers, started business here about the middle of Sept. By remodeling an old flathouse on the C. M. & St. P. they made a good eltr. of 35,000 bus. capacity; Wm. Organ, mgr. D. H. Miller is local mgr. for the Bagley Eltr. Co.—J. W. Johnson, mgr. Andrews Grain Co.

Cayuga, N. D.—The Cargill Eltr. Co. overhauled its eltr. at this station and made a practically new house of it last spring, increasing its capacity to 40,000 bus. Fred George, its former agt., died some months ago and has been succeeded by his son, Harry George. J. F. Lee is the new agt. for the St. Anthony & Dak. Eltr. Co.—Eber H. Lee.

Hampe sta., Oakes p. o., N. D.—The Atlantic eltr. Co. is not now in business at this point; it has an old warehouse here that is not in use. W. H. Kessler is local agt. for the Hawkeye Eltr. Co. Last summer the Osborne-McMillan Eltr. Co. tore down its old eltr. and built a new one of 25,000 bus. capacity; I am agt.—F. W. Smith.

Cando, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. is closed this season. These companies have their eltrs. open and doing business: Duluth Eltr. Co., F. N. Cowan, agt.; Minneapolis & Nor., Orice Crownan, agt.; McLaughlin Eltr. Co., R. W. Garber, agt.; Cando Eltr. Co., A. H. Lean, agt.; Cando Roller Mills, Louis Gjere, owner and mgr.; and I am agt. for the Imperial Eltr. Co.—Giles Campbell.

Mott, N. D.—Six grain eltrs. are assured for this place when the Milwaukee and N. P. lines are completed. The Farmers Grain & Eltr. Co. has a site reserved on the N. P. right-of-way and expects to get its eltr. completed in November. The Columbia Eltr. Co., the Barth-Phelan Co., Jacob Barth Sr., and Adam Mehrer will have their eltrs. on the Milwaukee. Stockholders of the Barth-Phelan Co. are Emanuel Barth and Fred Hintz of Mott, J. E. and C. J. Phelan of Bowman, Asa Gardner of New England, N. D., and Christ Hintz of Ullin.

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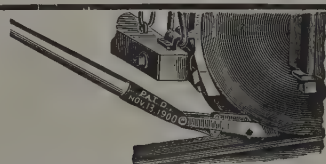
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Arvilla, N. D.—The Farmers Eltr. Co. has rented the house of the Minneapolis & Northern Eltr. Co. for this season, will build or buy next year. Orrie Cronin, who was local agt. for the Mnpls. & Nor. Co., has been transferred to that company's agency at Cando, N. D. J. Beaton is local agt. here for the Duluth Eltr. Co.—R. I. Parsons, mgr. Farmers Eltr. Co.

Donnybrook, N. D.—Jos. H. Johnson is mgr. for the Farmers Eltr. Co. Edward Kraling is local agt. for the Osborne-McMillan Co., W. H. Berg for the Woodworth Eltr. Co., and L. Monroe for the Brown's Valley Farmers Eltr. Co. which bot the property here of the Sullivan Eltr. Co. Greely & Kruse bot the eltr. of the Rothsay Eltr. Co. and moved it to Coulee, N. D., where they now operate it. They have leased the eltr. here that I acquired two years ago from the Stinchcomb Eltr. Co. W. T. Greely is mgr.—C. M. Stinchcomb.

OHIO.

Elida, O.—D. H. Crites has succeeded Crites & Crites.

Elliston, O.—The new eltr. of Theiss Bros. is completed.

Fremont, O.—An eltr. of 15,000 bus. capacity is being built here by Geo. E. Sommers.

New Riegel, O.—Michael Marks is building a substantial addition to his eltr. here.

Lucasville, O.—H. S. Grimes of Portsmouth, O., is erecting an up-to-date eltr. at this place.

Millport, O.—Faulk & Cox have their new eltr. practically completed and soon will be ready to receive grain.

Lima, O.—The Northwestern Ohio Grain Dealers' Ass'n held a regular meeting Oct. 20 at this place.

New Knoxville, O.—Ditzen-Kattman Co., grain, incorporated with capital of \$40,000 by Henry Ditzen and others.

Hilliard, O.—I have gone out of the mill and eltr. business; my successor is Thomas Herbert, Jr.—Fred Fishinger.

Earley, O.—Eltr. at this place is being enlarged and new roof put on; trade is good; new corn is coming in quite freely.—C. S. Johnson.

Gilboa, O.—Frank Baughman, cashier of the First Nat'l Bank, Jackson Center, O., has bot the new eltr. of the Gilboa Grain Co. for \$9,000. Sale was made by the Tri-State Eltr. Co.

Middle Point, O.—Pollock Grain Co has just finished painting its eltr. and Scott & Sons are painting their house, and also contemplate putting in an ear corn loader.—H. G. Pollock, sec'y and treas. Pollock Grn. Co.

Malinta, O.—Lewis Sloan, of Grelton, O., has bot the eltr. of the Morrison & Thompson Co. Recently the house had a narrow escape from fire but by prompt work the building was saved; damage amounted to about \$200.

Columbus, O.—The state railroad commission will appeal from the decision of the Court of Common Pleas of Franklin county holding the commission's car service rules invalid in so far as they applied on interstate traffic.

Sabina, O.—Sabina Flour Mill Co. has installed a 4 valve automatic engine, 150 h. p. The concern has a 100-bbl. flour mill, also corn and feed mill and 20,000-bu. eltr.; all on the C. & M. V., a branch of the P. R. R. The erection of a 50,000-bu. storage eltr. is being considered.

Columbus, O.—W. L. Day on Oct. 8 was given judgment in the supreme court against the Pennsylvania Railroad for \$10,000 damages for the burning of his grain eltr. The fire started from sparks from a locomotive engine. The case has been tried 11 times in the past 12 years.

Bowling Green, O.—Dell B. Noyes and A. E. Huffman will erect an eltr. here. Mr. Noyes recently resigned as sec'y and treas. of the Royce & Coon Grain Co. The new concern expects to be ready for business by Jan. 1. Geo. W. Fearnside has succeeded Mr. Noyes as sec'y and treas. of the Royce & Coon Grain Co.

Columbus, O.—The firm of Newton Bros. & Co. has been formed by C. E. Newton, pres. of the Scioto Valley Cereal Co., which has been conducting a general grain business in South Columbus, and will take over the business of the cereal company. The new firm is composed of men long connected with the grain business.

Dixon, O.—Dixon Grain Co. has its new eltr., a thoroly up-to-date house, about ready for business. J. Wyant, contractor, is about 4 weeks ahead of his contract time. An ear corn loader and a Richardson Automatic Scale have been installed and the house equipped thruout for the quick handling of grain.—H. G. Pollock, Middle Point, O.

Toledo, O.—Wabash eltr. No. 5, the only remaining property of the Toledo & Wabash Eltr. Co., probably will soon be torn down. After the anticipated sale and demolition of this property it is reported that the concern will dissolve. In the directorate of the company which at one time was a flourishing institution, are included S. C. Reynolds, C. L. Reynolds and J. H. Bowman, of this city. The company was organized in the early 70's and at one time its stock was valued at \$1,200,000.

Cincinnati, O.—To adjust all differences between the board of directors of the Chamber of Commerce and the grain men with regard to the weighing department Charles S. Maguire recently was authorized to appoint a committee, which consists of H. C. Whetstone, J. Watt Graham, John Demolet, E. C. Skinner, Charles E. Van Leunen, representing the board of directors; Charles C. Ruhler, George F. Dieterle, August Ferger, Leo H. Early, W. W. Granger, representing the grain trade.

Northwestern Ohio Grain Dealers Ass'n held their monthly meeting at Lima, Oct. 15. The most important matter discussed was "corn." It was the sense of those present that the farmer bringing in soft mushy or rotten corn be docked from three to five cents per hundred. These dealers have for some time paid one to two cents less for mixed corn. They are to be congratulated for standing for what is right. There is no reason why a shipper should pay the farmer the same price for mixed corn as he does for strictly yellow, and no reason at all for paying him the same price for inferior corn. Paying alike certainly does not encourage the farmer to raise strictly yellow or to take care of his corn after it is cut. There is not a market in the country where mixed corn sells for as much as all yellow and corn that is soft, rotten, etc. sells at a discount, so it is perfectly proper that the shipper make a difference in price to the farmer.—Fred Mayer of J. F. Zahm & Co.

Lima, O.—A very successful meeting of the Miami Valley Grain Dealers Ass'n was held here Oct. 15 at the Lima house, about 50 dealers being present and taking an active part in the discussions. The fall meeting was called to order by Pres. E. T. Cusenbolder. Addresses were delivered by J. W. McCord, sec'y O. G. D. A.; by Fred Mayer of Toledo on "Grading Grain from Farmers at Country Elevators"; by C. G. Egley of Berne, Ind., on "Grain Dealers' Troubles, the Cause and Remedy"; by Chief Grain Inspector E. H. Culver of Toledo on "Corn Grading." A general discussion on new corn was participated in by everybody. A resolution was passed that all present use their influence to prevent the handling of new corn earlier than Nov. 1 and also one condemning the buying or selling of grain ahead over 30 days.—M. W. Miller, sec'y, Piqua, O.

OKLAHOMA.

Verden, Okla.—We have succeeded G. E. Estes.—Wilson & Sons.

Tulsa, Okla.—The Caney Grain Co. has completed its eltr. at this point.

Owasso, Okla.—Caney Grn. Co. is just completing an up-to-date eltr.—S.

Renfrow, Okla.—Home Grain Co. has sold its eltr. to Enid Mill & Eltr. Co.—J. W. Reser.

Memo, Okla.—Enid Mill & Eltr. Co. has bot the eltr. of the Home Grain Co. here.—S.

Oklahoma City, Okla.—The Enid Mill & Eltr. Co. has bot the mill and eltrs. of the Garfield County Mill & Eltr. Co., taking possession Oct. 1.

El Reno, Okla.—El Reno Alfalfa Milling Co. incorporated with \$15,000 capital; directors, J. T. Bradford, Karl E. Humphrey and W. S. Hanson.

Holdenville, Okla.—Holdenville Grain & Produce Co. incorporated; capital \$5,000; directors: R. N. McFarlin, J. A. Chapman and W. N. Taylor.

Bridgeport, Okla.—Indiana Mlg. Co. and W. C. Boyle, who was associated with this company, are not in the grain business any more.—W. C. Boyle.

Enid, Okla.—Enid Mill & Eltr. Co. has bot the mill and eltr. of the Garfield Co. Mlg. & Eltr. Co. of this city and also their plants at North Enid and Ringwood.—S.

Guthrie, Okla.—A grain inspector or deputy inspector has no authority to charge grain dealers \$2 for inspecting their scales, is the opinion given Oct. 8 by Assistant Atty-Gen. W. C. Reeves.

Mounds, Okla.—Fire, Oct. 8, caused by a match being thrown carelessly into a gin, destroyed the eltr. of H. Drennan with 11,000 bus. of corn, valued at \$10,000 and machinery and cotton valued at \$20,000.

Texhoma, Okla.—The Rock Island railroad has been ordered by the Oklahoma Corporation Commission to move its depot at this point so that one-half of it will be in Oklahoma and one-half in Texas. This is the result of an agreement with the Texas commission to locate the station on the state line. Grain shippers of the state, it is believed, will be saved considerable expense by this move as they will be able to bill grain to Texhoma under the Oklahoma rate and then bill it out under the Texas rate and the railways will not be able to collect the interstate rate, which is higher than the sum of the two locals.

Guthrie, Okla.—The Santa Fe railroad was fined \$100 Oct. 12, by the Corporation Commission for charging the Capital City Grain Co., of Oklahoma City, more than \$1 for switching a car of wheat.

Verden, Okla.—I have bot the eltr. of the Home Grain Co. at this station and leased it to Matthews Linton Grain Co. of Chickasha, Okla., until June 1, 1910. Will then engage in the grain business for myself.—G. E. Estes.

Checotah, Okla.—A crib containing 8,000 bu. of snapped corn, belonging to the Davidson Mill & Eltr. Co., was set on fire by locomotive sparks and destroyed. A second crib was partly consumed and a number of buildings belonging to the railroad section house were burned. Total loss about \$22,500.

PENNSYLVANIA.

Reynoldsville, Pa.—The new eltr. of Wallace & Steffe has been completed.

Pittsburg, Pa.—R. S. McCague has just completed a large warehouse to be used in conjunction with the eltr.

Steelton, Pa.—An eltr. will be erected here by the United Ice & Coal Co.; capacity from 6,000 to 8,000 bu. Charles Detwiler has the contract.

Pittsburg, Pa.—The rules under which the new weighing department of the Grain & Flour Exchange will be inaugurated are published in another column of this number of the Journal.

PHILADELPHIA LETTER.

Only 35,000 bushels of oats are in stock here and the market is fairly active and firm.

Very little corn is in stock here at present, and not exceeding 25,000 bushels with occasional arrivals of car lots in a small way for local trade.

The Commercial Exchange membership feel highly gratified by the selection of James L. King, a former pres., as vice-pres. of the Grain Dealers National Ass'n.

The hay market has become firm again, as receipts were not running so liberally and cooler weather, with frosts, throughout the state are cutting down the pasturage supply.

The supply of wheat on hand in Export Elevators is some 265,000 bushels and scarcely any foreign is going out at present, inasmuch as orders are far below a workable basis.—S. R. E.

SOUTH DAKOTA.

Cresbard, S. D.—The Farmers Eltr. Co. is erecting an eltr.

Garretson, S. D.—We have sold to Swoyer & Luebche.—Fresvik, Larson & Co.

Wagner, S. D.—M. King recently has had installed a Sonander Automatic Scale by the V. E. Forrest Co.

Geddes, S. D.—The Farmers Co-op. Eltr. Co. has had a Fairbanks Automatic Scale installed by V. E. Forrest Co.

New Underwood, S. D.—Libertin & Byrne Eltr. Co. is the name of the company which recently completed a new eltr. here.

Wessington Springs, S. D.—Govert Vander Boom, formerly agent for the South Dakota Grn. Co., is no longer located here..

Egan, S. D.—C. K. Davis, formerly mgr. of the Farmers Grain & Fuel Co., Delhi, Minn., will manage the Farmers Egan Eltr. Co. at this point the coming year.

Pierre, S. D.—The state insurance department has granted authority to transact business in this state to the Tri-State Mutual Grain Dealers' Insurance Co., of Luverne, Minn.

Underwood sta., New Underwood p. o., S. D.—Underwood sta. gets mail New Underwood but mail will reach it addressed either way.—V. E. Forrest Co., Tyndall, S. D.

Milbank, S. D.—The McIntyre-Frerich Co. expects to tear down its round eltr. next summer and erect a building of 30,000-bu. capacity. The feed-grinding department will be disposed of.

Mitchell, S. D.—Pres. Burns of the Corn Palace exposition stated that all records in the history of the palace were broken this year, both from the standpoint of a social event and financially.

Elkton, S. D.—J. M. Johnson, who has been successful as mgr. of the Ormsby Farmers Grain Co. at Ormsby, Minn., has taken the position of mgr. of the Farmers Eltr. Co. at this place, taking charge Oct. 20.

Watertown, S. D.—The new eltr. recently completed at this station for W. H. Waterman is now ready for business. For the present season only grain harvested by Mr. Waterman and the tenants on his land, which aggregate 32 quarter sections will be handled.

Watertown, S. D.—On Monday, Oct. 18, W. L. Beaton, sec'y and treas. of the Tri-State Grain Dealers Ass'n of Minneapolis, Minn., called a meeting in this city of the grain dealers tributary to this point. Questions of interest to the grain trade were discussed and all present took a deep interest in the subjects that were brot up. A number of names were added to the membership roll and general satisfaction with the work being accomplished by the ass'n was expressed by all.

TENNESSEE.

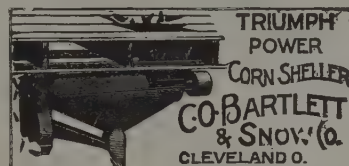
Memphis, Tenn.—Jones & Rogers are erecting an eltr.

Shelbyville, Tenn.—J. E. Dixon, formerly gen. mgr. of this concern, is no longer connected with it.—Dixie Grain Co., H. L. Woosley, sec'y and treas.

Nashville, Tenn.—E. C. Hawkins, trustee in bankruptcy of the Kendrick-Roan Grain & Eltr. Co., has submitted to Lee Brock, referee in bankruptcy, the offer of C. Perry Snell, of Jacksonville, Fla., to purchase the real estate, buildings and fixtures of the bankrupt concern. The appraised value of the real estate is \$29,000. Mr. Snell offers to pay \$12,000 for the property, the same to be credited on the mortgage held by Mr. Snell on the property. A hearing will be had on the offer on Nov. 1 and in the absence of a better bid or valid objections the offer of Mr. Snell will be approved.

Nashville, Tenn.—The grain men of this city have not reached a decision as just what their course will be in the case of the Interstate Commerce ruling against Nashville as a reshipping point. The matter is now in the hands of a committee, of which Jno. H. Bell, of the Bell-Duff Commission Co., is chairman, and it is an assured fact that the contention of the local grain men will be pretty well backed up before they finally decide to quit the fight. Local grain men do not look upon the reshipping privilege, which the Interstate Commerce Commission ruling will deprive the city of if it is sustained, as a privilege at all and they have some rather strong arguments. They insist that Nashville is just

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Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

Grain Dealers Company

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as much entitled to the 'right to reship grain as are all other points located on waterways of sufficient importance to cut into the freight rates granted by the railroads. Nashville, of course, has a waterway, which plays a considerable part in the adjustment of freight rates to this city, while Atlanta, from where the whole difficulty was started, has none. The trade of the Cumberland river is steadily increasing and it would appear that a city located on one of the great arteries of the Ohio should be entitled to just as many "privileges" as those located on the big river itself. The grain trade of Nashville represents an immense amount of money. There are over \$3,000,000 invested in the industry, and the business last year amounted to over \$25,000,000.—W.

TEXAS.

Childress, Tex.—An eltr. will be erected here by the Moore Mfg. Co. of Decatur and Chillicothe.

Fort Worth, Tex.—C. O. Avey & Co., grain and feed brokers, organized here. Mr. Avey formerly was of Wichita, Kan.

Lorena, Tex.—The eltr. of Westbrook & Evans was recently destroyed by fire. A large quantity of millet seed, oats and feed was consumed.

Gainesville, Tex.—Fire in an iron foundry communicated with the mill and eltr. of the Whaley Mill & Eltr. Co. and damaged them to the extent of \$5,000. The output of the mill was not impaired.

Howe, Tex.—Paul Bean, pres. of the Paul Bean Grn. Co., which recently suffered a \$50,000 fire loss, says that the eltr. and warehouse will be rebuilt tho it may be spring before construction is begun.

Ft. Worth, Tex.—I have just opened an office in Fort Worth for the Moore Grain Co. and the Midland Eltr. Co., both of Kansas City, and will handle all of their Texas business thru this office.—Chas. Champion.

Plano, Tex.—Fire, the night of Oct. 7 destroyed the corn sheller plant, with 1,600 bus. of ear corn, of the Hughston Grain Co. One car loaded with ear corn standing on a sidetrack also was burned. Loss on building and contents estimated at \$4,000; insurance \$800.

Sweetwater, Tex.—The plant of the W. K. Shipman Mill & Eltr. Co. burned Oct. 7, together with 2 cars on track. Loss on buildings, machinery and grain \$8,000 to \$10,000, with no insurance. The mill was employed in the manufacture of meal and feedstuffs from milo maize and kafir corn.

Dallas, Tex.—A meeting in regard to rates on grain, feedstuffs and seeds to relieve the drouth situation was held here Oct. 15 attended by the committee appointed by the board of directors of the Chamber of Commerce and the general freight agents of the different railroads. While action was deferred for the present it was generally conceded that a rate would be provided.

Galveston, Tex.—A new eltr. will be erected for the Galveston Wharf Co. at a cost of \$5,000. It will be used as a sacking station for products to Cuba, Porto Rico and Mexican ports. An electric motor will furnish power for the new plant. After the grain has been sacked ready for shipment no transferring will be necessary because of the location adjacent to the wharf.

UTAH.

Salt Lake City, Utah.—Utah Flax Growing & Milling Co. of this city has been incorporated. The organization will raise and manufacture flax in Utah, Canada and Mexico. Capital stock is \$1,000 in shares of 1c each. Officers: Pres., S. G. Bettey; vice-pres., J. H. Riley; treas., F. E. Vickery; sec'y, Clarence Cramer.

Ogden, Utah.—The Cache Junction Eltr. Co., the Downey Eltr. Co. and the Portage Eltr. Co. have been incorporated. Each of the companies is capitalized for \$25,000 with shares of \$100 each. The officers of each company are the same. They are: Pres., W. O. Kay; vice-pres., S. W. Kay; sec'y and treas., W. H. Barrett. Ogden will be the general place of business for the three companies but eltrs. and branch houses will be built at Cache Junction and Portage, Utah, and Downey, Ida.

WASHINGTON.

Mohler, Wash.—E. Yake is building a shed 100 ft. long for feed, hay, barley and oats.

Spokane, Wash.—L. Corson and T. M. Harm have organized the Corson-Harm Grain Co.

Hartline, Wash.—The Farmers Eltr. Co. is building an addition to its eltr. to be used as a chop mill.

Walla Walla, Wash.—The new mill of the Garden City Milling Co., claimed to be the largest alfalfa mill in the world, is completed and ready for operation. It is fitted to turn out 300 tons of products a day.

Palouse, Wash.—Grain amounting to 1,000,000 bus. will be handled at this and nearby stations this season according to the estimate of J. A. Miller, for 12 years in the grain business at this point and present mgr. of the warehouse of J. K. Smith.

Seattle, Wash.—Recently the statement was made by State Grain Inspector S. C. Armstrong that arrangements are being made to inspect all grain and hay at the time of unloading cars instead of on the track as nearly all inspections are now made. There will be little delay in establishing the new system and it is believed much more satisfactory results will be produced than with the present system.

Tacoma, Wash.—At the recent meeting of the State Railway Commission it was decided that no alteration would be made in the standard grades which remain, as for the last ten years, at 60, 56 and 54 lbs. per bu. for choice milling, No. 1, No. 2 and No. 3 respectively, while the commission will furnish samples on application as heretofore for the guidance of buyers and sellers. One precedent established during the present season is the decision of the inspection service to decide the amount of dockage to be allowed for grain that does not come up to standard. Instead of grading "No. 1 if cleaned," the inspector will grade No. 1, and note the amount of deduction to be made for foreign substances.

WISCONSIN.

Wausau, Wis.—The quarterly meeting of the Wisconsin State Millers Ass'n was held in this city Oct. 21.

Dwight sta., Deronda p. o., Wis.—The first eltr. of the American Society of Equity to be erected in this county will be built at this point. Construction will begin at once. It will be built on the co-operative plan.

Ellsworth, Wis.—It is rumored a new eltr. will be erected at East Ellsworth (no p. o.) by the American Society of Equity.

Tomahawk, Wis.—The Tomahawk Grain Co. is being organized by A. E. Sutliff and J. W. Froehlich. An eltr. will be leased or a new one erected.

Kewaunee, Wis.—The Kewaunee Grain Co. has installed in its eltr. a feed grinder, gasoline engine, cleaner and several new bins. The grain store of the company has also been improved recently with new shelving and furnace.

Watertown, Wis.—Wm. Buckheit of this city, banker and for many years prominent in the grain and commission business in this state, recently suffered a stroke of apoplexy. Notwithstanding he is 83 hopes are held out for his recovery.

Ashland, Wis.—Robert Reineman, of Reedsville, Wis., sup't for the Western Supply Co., was killed here Sept. 16 when the cable which was being used in loading grain snapped and he was struck on the head and his skull fractured. Mr. Reineman was a young man, unmarried, and is survived by a brother.

MILWAUKEE LETTER.

Announcement of the death of Jos. Metzl has been posted on the floor.

The C. of C. was adjourned from the close of business on Oct. 11th up to Oct. 13th, in observance of Discovery Day.

Barley receipts are light and market is firm. At present there is no indication of any increase in receipts. A large movement of all kinds of grain is looked for after farmers get thru with their fall work.—C. F. Glavin.

Application for membership in the C. of C. has been made by Harold C. Wyman, Walter S. McLaughlin and E. N. Osborne. Transfer applications have been received for the membership of Samuel P. Arndt, Thos. C. Brown and Chas. A. Johnson.

The Dousman warehouse, erected in 1838, one of the landmarks of the city, will probably be torn down soon as a result of the campaign being waged by the city building inspector against ramshackle buildings. The old warehouse was erected by Geo. D. Dousman and it was from this building that Milwaukee's first cargo of wheat was shipped down the lakes.

"To organize Milw. for Milw." is the ambition of hustling Milw. business organizations, among which is the C. of C. Several members of the Chamber are actively interested in the movement. The recent discussion and steps taken by a committee appointed by the C. of C. to improve the mail service to and from Mil. and the south and west is held up as an illustration of the good to be derived from the work of such an organization, the scope of which would include every phase of business life in the city calling for help.

'Farmers only sell on the advance and that is the only time the elevator man has a chance to buy anything, and he in turn keeps the stuff in his house until he gets an advance in the market. This condition accounts for, in a measure, the small run of receipts at most terminal markets thus far. This market is absolutely in line on all kinds of grain, and shippers should turn their early movement of corn this way, as we are not liable to be depressed by a large movement of corn, because in our territory the corn moves later than in the territory tributary to Chicago.—Wallace M. Bell.

Members of the C. of C. are advised that the B. of D. has made a ruling that it is a violation of the spirit of the commission rule for members to furnish shippers regularly with market quotations free of cost to the shipper by wire. —H. A. Plumb, Secy.

Hay Exports.

During the 7 months ending Aug. 1, 1909, hay to the amount of 36,994 tons was exported, compared with 44,306 tons during the corresponding period of 1908. No hay was imported during this period, as reported by O. P. Austin, chief of Bureau of Statistics.

Exports of Glucose, Corn Oil and Cake.

During the 7 months ending Aug. 1, 1909, we exported 54,232,941 lbs. glucose, 32,105,198 lbs. corn oil cake and 16,718,987 lbs. corn oil, against 58,807,663 lbs. glucose, 34,712,653 lbs. corn oil cake, and 12,469,223 lbs. corn oil for the corresponding period ending July, 1908, as reported by O. P. Austin, chief of Bureau of Statistics.

Imports and Exports of Beans.

Beans (including dried peas) prior to Aug. 1, 1909) amounting to 2,615,402 bus. were imported during the 7 months ending July, 1909, against 1,620,018 bus. during the corresponding period of 1908.

During the 7 months ending Aug. 1, 1909, we exported 151,305 bus. of beans and dried peas of domestic and 19,629 bus. or foreign origin; compared with 132,913 bus. domestic and 6,543 bus. foreign origin exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 194,602 bus. was exported during the 7 months ending Aug. 1, 1909, against 50,930 bus. during the corresponding period of 1908.

Broomcorn valued at \$185,164 was exported during the 7 months prior to Aug. 1, 1909, against \$140,093 during the corresponding period of 1908.

Malt amounting to 89,821 bus. was exported during the 7 months ending July, 1909, against 82,248 bus. for the corresponding period of 1908.

Linseed oil cake amounting to 368,855,366 lbs. was exported during the 7 months ending July, 1909, against 404,253,277 lbs. exported during the corresponding period of 1908.

Farmers, millers, grain dealers, speculators, railroads, bankers, manufacturers, jobbers and retailers all watch the crops and prices. The model housewife watches the price of flour. What have the Boards of Trade done to stimulate the newspapers and press associations? Why are so many people who can tell the difference between national and faro banks blind to the difference between legitimate boards of trade, which move the crops, and the bucket-shops where mere bets are made upon stolen quotations? Why do many country dealers and millers fail to appreciate the benefits of trading in futures? Because Boards of Trade do not broaden out and educate. Start right. Establish uniform grades and have them enforced by Government supervision. Secure a national law to remove the bucket-shop cancer. Start your publicity bureaus and expand.—C. A. King & Co.

Books Received

REPORT OF WORK AT HIGHMORE SUBSTATION.—This bulletin covers the activities of the agronomy department of the South Dakota State College of Agriculture at Highmore, S. D., during the years 1907-8. It contains tabulated reports of the yields of different varieties of grain on rotation plots. Among the varieties named are durum wheat, broomcorn, millets, oats, common wheats, and corn. The yield of velvet chaff in 1907 was 18.50 bus. per acre; in 1908, 16.16 bus. per acre. Bulletin No. 115, South Dakota Agri. Exp. Sta., Brookings, S. D.

ERADICATION OF WEEDS.—L. H. Pammel and Charlotte M. King are the authors of "Notes on Eradication of Weeds, with Experiments Made in 1907 and 1908." The following subjects are treated in this bulletin: Classes of weeds as to duration of life, how weeds spread, character of root systems, dispersal of weed seeds, germinability of weed seeds after being buried in compost, destruction of weeds by chemicals and herbicides, experiments with quack grass and spraying machinery. The book serves as an adequate answer to many inquiries received annually from farmers who seek information about the character of weeds and the best methods of dealing with them. Bulletin No. 105, Iowa State College of Agri., Ames, Ia.

SOY BEANS.—The value of the soy bean as a forage crop is demonstrated in this comprehensive work dealing with its introduction into this country and later development. It is becoming increasingly important, especially in the southern states, including Tennessee, North Carolina, Virginia, Maryland, Kentucky and also in the southern parts of Illinois and Indiana. The following subject heads will indicate the scope of the bulletin: "Climatic and Soil Requirements," "Varieties of Soy Beans," "Culture and Planting," "Inoculation," "Soy Beans for Hay," "Pasturage, in Mixtures, for Ensilage, for Grain, in Rotations," "Feeding Value," "Storing Soy Bean Seed," "Comparison of Soy Bean Grain and Cottonseed Meal," "Comparison of Soy Beans and Cowpeas." Farmers Bulletin No. 372, U. S. Dept. of Agri.

PROGRESS IN VARIETY TESTS OF BARLEY.—Among the varieties of barley named in this bulletin are Swan Neck No. 137, Chevalier No. 10584, Chevalier No. 35 and Hanna No. 24. These pedigreed barleys were introduced from Sweden thru D. G. Fairchild, Agricultural Explorer of the Bureau of Plant Industry. These varieties, it is stated, give proof of the value of producing pure types of barley. Hanna No. 24, also fifth in the list of two-rowed barleys, and Minnesota No. 6, second in the list of 6-rowed barleys, have been widely introduced thruout South Dakota. Kitzing No. 189, in a four year average, yielded 45.13 bus., while Hanna No. 24, in a five year average, yielded only 40.66 bus. Odessa No. 182, in a five year average, yielded 43.91 bus., while Minnesota No. 6, in the same period, yielded only 40.54 bus. The bulletin also gives statistics regarding the dates of killing frosts in the state (four year average), rainfall and winds. Bulletin No. 113, South Dakota Agri. Exp. Sta., Brookings, S. D.

The official French crop report estimates the wheat crop at 365,000,000 bus. and weight at 63.3 lbs. Official last year was 310,526,000 bus. and weight 61.5.

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The Traffic Bulletin

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GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Ill.

Feedstuffs

Alfalfa and grain growers of the southwest, including New Mexico, will hold a convention at El Paso, Tex., Nov. 1 to 7. This will be the first meeting of the kind ever held in that section.

One hundred and fifty-five bags of stock feed were seized by the government a few days ago at the grain house of R. H. Worke & Co., Nashville, Tenn. The feed was manufactured by a Minneapolis firm, the International Sugar Feed Co. It was charged that the feed was both adulterated and misbranded.

The American Feed Manufacturers Ass'n recently has appointed the Chemical & Engineering Co. of Chicago, as official chemists. H. P. Wilkins, formerly with the Pillsbury Co., of Minneapolis, as chemist, now is with the Chemical & Engineering Co., which makes a specialty of tests in connection with cereal processes and product.

That frosted grain used as feed increases mortality among hogs has been demonstrated recently at the Montana state college, department of animal industry. The experiments made showed that when grain is badly frosted the mortality largely increases. The experiments that have been carried on show that hay and pasture are necessary in the raising of hogs and that clover and alfalfa are the best feeds.

Enforcement of the new pure food and pure feed laws of Alabama was the subject that occupied J. A. Wilkinson, commissioner of agri., and A. M. Garber, attorney general, in a recent conference. The food law is fashioned after the national law in the main, but was so badly cut up by the senate that it will be difficult of execution. The pure food for stock act requires a tax of 1 cent a hundred pounds on all mixed feeds, with analysis, and all brands must be registered by the first of the new year.

The commissioner of Agriculture of Tennessee is now engaged in taking samples of all commercial feedstuffs sold in the State for analysis. The Tennessee law requires that such analyses shall be made annually and the results made public. Since its passage the effectiveness of the law has been clearly shown in the decrease in the sale of spurious feeds, and it is generally endorsed by the better class of dealers thruout Tennessee. A very large percentage of the commercial feeds sold in the State are now of an unusually high class.—W.

The uniform feed law committee of the American Feed Mfrs. Ass'n and officials of the state agricultural departments and experiment stations held a conference at Washington Sept. 9 and 10. After the adjournment of the conference the state officials held a session and discussed plans for a national organization of feed control officials. The suggestion met with general favor and a committee was appointed to perfect the plans with instructions to report at a general meeting to be held some time in the future. Later the question of a uniform law will be taken up by the proposed organization. The committee appointed to promote the organization work consists of the following: Drs. Voorhees, Jenkins and Webster and Messrs. Brown and Purcell. Mr. Purcell is chairman of the committee and has already begun the preliminary work.

Misbranding of feed by the Cereal Products Co., of Minneapolis, led to its being assessed a fine of \$10 last week. The company shipped 400 sacks of feed to Chicago which on the label was said to contain wheat, oats, buckwheat and flax screenings. Under analysis, the feed was found to contain neither oats or buckwheat and within the terms of the pure food act this was held a violation and a nominal fine was imposed.

"The Composition of Ontario Feeding Stuffs" is treated in Bulletin No. 138 of the Ontario Dept. of Agri. The authors of this bulletin are W. P. Gamble, professor of soil chemistry and R. Harcourt, professor of chemistry, Ontario Agricultural College. The quantities of digestible nutrients found in analysis of the following feeds are given: Pea meal, pea hulls, mixed grain or chop, wheat middlings, wheat bran, low grade flour, shorts, beeswing, cottonseed meal, cottonseed hulls, oil cake, gluten meal, gluten feed, corn chop, corn bran, corn ensilage, oat dust, malt sprouts, crushed barley and dried beet pulp.

Instead of branching out and making a large assortment of the different feeds as most manufacturers do the Chas. A. Krause Milling Co., of Milwaukee, Wis., has concentrated its efforts upon producing a dairy feed, a stock feed and a horse feed. The company's product is a combination of grains, ground up and mixed with molasses. It has now what is one of the largest exclusive feed manufacturing plants in the country. The company is now building an elevator for the storage of grain, also an addition more than doubling the original building. The company has a storage capacity for over 200,000 bus. of grain and large capacity for storage of sacked cottonseed meal, distillers grains and malt sprouts. Furnished thruout with the latest labor saving machinery and immense driers it is possible for this plant to take the grain in at one side of the building and have it go straight thru and out on the other side in finished condition, all in 100-lb. sacks. From the plantations in the south the molasses is hauled in the company's own tank cars to the plant at Milwaukee. With all its large capacity the company has been running the plant day and night practically thru the entire year.

A Substitute for Oats.

Every feeder of livestock knows the superior advantages of oats for feeding purposes. They seem to contain some element which makes them especially useful for young animals and adult work animals. Feeding experts have pointed to the large amount of mineral salts in oats compared with other cereals, as one of the main reasons for this. It is on this account that it has been so hard to find a substitute for this cereal. But, after considerable study and investigation, the Quaker Oats Co. has succeeded in producing a feed which, according to their claims, is superior to oats for feeding purposes. They have accomplished this by making a compound out of wheat, barley, corn and oat mill products, which has a similar chemical analysis to oats, and as it is finely ground, it has greater digestibility which makes it really superior to prime oats for feeding purposes, as several experiment stations have demonstrated that grinding increases digestibility. They call it Schumacher Feed, and they claim that the price at any station is practically less than the best oats obtainable. This is certainly a boon to feeders.

Grain Carriers

Shortage of cars became acute on Oct. 21, according to the late report of the American Ry. Ass'n. At that time some roads were short 23,431 cars, while others were in possession of a surplus of 35,977 cars. A year ago there was a shortage of only 10,000 cars and a surplus of 110,000 cars.

Reparation of \$32.37 is asked by P. P. Donahue, of Milwaukee, in a suit instituted against the C. M. & St. P. and M. St. P. & S. S. M. The complainant alleges that 12.6c is the proper rate on corn from Dawson, Ia., to Trevor, Wis., via either Waukesha or Chicago and alleges that he has been charged 17.6c.

The railroads and freight yards in Minneapolis have never been more congested than they are this year. The M. & St. L., the Milwaukee and the Soo have been in a badly congested shape the last few days. The Milwaukee is setting out all along the line to relieve the congestion at Chicago. All the roads claim they have never had such business in past years.

J. C. Lincoln of St. Louis, president of the National Industrial Traffic League, has issued a call for a meeting to be held at Chicago, Nov. 11. New officers will be elected at this meeting, and there will be reports from the following committees: Legislative, transportation, instrumentalities, car service, rate construction, tariff, freight claims, classification and B/L.

Loss of grain in railroad wrecks has occurred in two recent instances. On Oct. 5 a Great Northern train was wrecked at Dedham, Wis., and 22 carloads of grain, estimated at 22,000 bus., were spilled overboard into a creek. At Siegfried, Pa., Oct. 9 in a collision on the Central Railroad of New Jersey 23 cars of grain were wrecked. In the latter accident the engineers of both trains were killed.

A self-dumping grain car may be the next important device introduced to facilitate grain hauling traffic. An experiment was made at Duluth a few days ago with a self-dumping ore car which demonstrated that a car of this type can be utilized in the carrying of grains such as flaxseed and wheat. The ore car was loaded with fine flaxseed and then shunted about the yards between heavy freight cars without the loss of a pound of seed. Self-dumping cars doubtless would serve materially to relieve traffic congestion such as exist when the grain yield is heavy.

Complaint has been filed with the Interstate Commerce Commission by the Canadian Valley Grain Co., of Calvin, Okla., against the Chicago, Rock Island & Pacific and St. Louis, Iron Mountain & Southern Railroads. The allegation made by the complainant is that defendants quoted a rate of 24½c for transporting one carload of snap corn from Calvin, Okla., to Arkadelphia, Ark., May 8, 1908, but that it afterward developed that such quotation was illegal, there being no thru rates in effect, and in lieu of the 24½c rate, defendants charged 29½c, plus \$13 for demurrage. Complainant alleges that defendants failed to post a tariff for public inspection and that the shipment should have been moved at the rate as quoted.

The grain loading record was broken at Superior, Wis., Oct. 9, when the Great Northern elevator put 336,000 bus. of wheat into the steamer G. A. Tomlinson in 4 working hours, equal to 1,400 bus. a minute. Not a great while ago 1,000 bus. a minute was the maximum record on the Duluth-Superior harbor.

At a general meeting of shippers at Cincinnati Oct. 19 indorsed by the shippers organizations, of Cincinnati, Toledo, Dayton, Columbus and Indianapolis, resolutions were adopted refuting the arguments for an increase in freight rates as suggested in a pamphlet by C. C. McCain, chairman of the trunk lines ass'n, and the executive committee was directed to circulate a pamphlet opposing the proposed advance in freight rates.

The National Ass'n of Railway Commissioners will hold its annual convention at Washington Nov. 16. This ass'n has some very strong committees whose reports will be prepared and printed in advance for discussion at the convention. Among them are the committees on car service and demurrage, Franklin K. Lane, chairman; on amendments to interstate act, B. H. Meyer, chairman; on uniform classification, Edgar E. Clark, chairman, and rates and rate making, Allison Mayfield, chairman. Martin S. Decker of New York is pres. and Wm. H. Connolly of the Interstate Commerce Commission is sec'y.

"Milling in transit" rates of western railroads, it is reported, may soon be modified in one important respect. This will result on account of the recent ruling of the Interstate Commerce Commission which holds that while it is legal to permit the stopping of shipments of grain at intermediate points for milling purposes, and the continuance of the shipment at the same rate as if the transportation had been continuous, the practice should be considered illegal where the privilege was taken advantage of for the purpose of manipulation. Unless some better method is devised it is proposed by the railroads to require either an affidavit from the shipper that the commodity has not been manipulated during the milling process, or some kind of a statement which will effectually relieve the railroad from criminal liability.

The validity of the Carmack amendment to the Hepburn act, which places the liability for loss and damage of freight on the initial carrier, will be tested in a suit about to be instituted by the management of the Santa Fe road. From the municipal court of Chicago the matter will be taken to the appellate court on a case in which a shipper collected damages from the Santa Fe despite the fact that it was shown that the damage to the shipment occurred while it was on the lines of the St. Paul road. Under the law there was nothing for the jury to do but award damages to the plaintiff. It is contended that to hold a railroad responsible for the acts of a connecting road over which it has no jurisdiction is to deprive a road of its property without due process of law.

Testimony on the hay rate case was taken at Ft. Wayne, Ind. Oct. 1, 2, 4 and 5 by Special Examiner J. Edgar Smith of the Interstate Commerce Commission. James Manahan of St. Paul, under the direction of Chas. S. Bash of Ft. Wayne, represented the complainant National Hay Ass'n. Among those who testified were F. D. Voris of Neoga, Ill., Chas. H. Stringer of Moravia, N. Y., Dan

Mullally of St. Louis, Harry Robinson of Green Spring, O., and H. G. Morgan of Pittsburg. A copy of the testimony is being written up for complainants by the Interstate Commerce Commission and a brief will be printed. Complainants are given until Jan. 1 to file their brief, and defendants till Feb. 15 to file reply. Plaintiffs then have until Mar. 15 to file a reply brief. The record is voluminous.

Rules Governing New Weighing Department at Pittsburg.

The Grain & Flour Exchange of Pittsburg after considering the establishment of a weighing department for some time has inaugurated official weights by adopting the following amendments to its rules governing the new weighing department:

Article 23. Weighing.

Sec. 1. The Board of Managers shall at their first meeting after the annual election, or in case of failure to appoint at that time, at any meeting thereafter, appoint a weighmaster, who shall hold office for one year, or until his successor shall have been appointed, and duly qualified.

Sec. 2. The Board of Managers shall at the same time when making the appointment, fix the salary of the weighmaster.

Sec. 3. The Board of Managers shall at its first regular meeting, or in case of failure to do so at that time, at any subsequent meeting, fix the rates for weighing of grain, hay, straw, or mill feed, for the following year. An account of all receipts and disbursements of the weighing department, shall be kept by the weighmaster of the Exchange, and a report thereof shall be made to the Board of Managers monthly.

Sec. 4. The weighmaster appointed by the Board shall inspect at least once a month, and more frequent if in his opinion the same is necessary, all scales used in the elevators of the city, and make "regular"; he shall issue certificates of weights on a form to be prescribed by the Managers of the Exchange; said certificates to be issued in the name of the Exchange or behalf of the elevator weighing the grain or hay; said certificate to be final, and must be accepted by all members of the Exchange.

Sec. 5. He shall investigate any reports received from members of the Exchange relative to shortage in weight on cars of grain, hay, or feed, not weighed in regular elevators; and shall report his findings to party making the complaint. He shall make tests of private scales from time to time; and should any irregularities discovered by him not be corrected at once, he shall report the same to President of Board for his immediate action.

Sec. 6. He shall be forbidden to make settlements with parties unloading cars, or resell the same; but if permission is granted him from the Board to reinspect cars at the time he is investigating weights he shall do so; and a certificate of inspection shall be issued on his findings, subject to the rules and regulations governing the inspection department.

Weighing by Buyer.

Weighing of grain, hay, or feed, which cannot be weighed under the supervision of the weighmaster in elevator, shall be done under the following rules by the party unloading same. If hay, he shall keep an account of the number of bales in the car, and should the tab weight not correspond to what his scales make the same, he shall report to the seller at once for investigation of same. If grain, he shall keep an account of the number of empty sacks taken to the car, and tally the same when unloading; and shall report the outturn weight of car within five days after the car has been placed for unloading.

If any violation of the above rules, the shippers' weight shall be final, after same has been affirmed to by the loader at point of shipment.

By Art. 6 of Sec. 12 the elevators must give bond for \$1,000 to cover the faithful and honest performance of their duty as receivers, shippers and custodians of grain or hay, and against fraudulent issue of receipts or weight certificates, and their bins, books and business as relates to weighing and storing grain and hay shall be open to the proper officers of the Grain & Flour Exchange.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

541-553 West Jackson Bldg. CHICAGO, ILL.



(Patented)

"The 1905 Cyclone is from 39% to 27% more efficient than the old Cyclone, considering both power consumed and quantity of air discharged."

THE MEC'L ENG. DEPT.

University of Michigan.



The

"New Cyclone 1905"

Manufactured Exclusively by

The Knickerbocker Co.

Jackson, Mich.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Patents Granted

Feed Gate for Weighing Machines. No. 935,689 (see cut). Henry Richardson, New York City. This is an automatic feed for weighing machines comprising a rotatable gate having a wall at one end and means for producing a flow of material into the gate in a direction toward the end wall.

Grain Car Door. No. 936,764 (see cut). Abner J. Denton, Nebraska City, Neb. This is a single section door with a rod pivotally connected with the car frame above the door, the rod having a threaded portion, and means connected with the door and engaging the threaded portion of the rod whereby the door may be either raised or lowered.

Bean Picking Machine. No. 937,695. (See cut.) Geo. F. Crippen, Detroit, Mich. The machine comprises a rotatable distributing plate, pairs of rolls arranged peripherally of the feeding plate and having horizontal axes, and means for distributing the beans by centrifugal force to the rolls. The rolls are radially arranged in pairs and in different horizontal planes.

Car Door. No. 936,209* (see cut). Daniel S. Bailey, Rantoul, Ill. The grain door consists of the combination with a pair of guiding rods, means on one of the rods for interconnecting them, means carried by the door for holding the rods in proper relation and means carried by the door adapted to engage the interconnecting means to hold the door in raised position.

Sacker. No. 936,149 (see cut). James P. McTimmonds, Falls City, Ore. Sacker comprises a discharge chute, a shaft, an arm carried by the shaft, rollers, sack holding hooks on the rollers, arms on the rollers, weights on the arms, cams having shoulders on the rollers, pivoted levers having hook portions engaging the cam shoulders, a plunger acting on the levers, plunger being operated by the arm of the shaft.

Apparatus for Drying Malt. Nos. 937,011 (see cut) and 937,012. William H. Prinz, Chicago. The apparatus comprises a plurality of malt receptacles, means for supplying heated air, a conduit communicating with the heated air supplying means and connected separately with a plurality of the malt receptacles, and additional means in the conduit between the receptacles for supplying air thru the conduit at different temperatures to different receptacles.

Grain Door. No. 937,056. (See cut.) Geo. R. Dunn, Gary, Ind., assignor of $\frac{1}{2}$ to James Dent, Detroit, Mich. The inner closure for the door opening comprises a door hingedly mounted at the top of the opening and adapted to swing inwardly and upwardly, a lever on the side of the opening connected to the door, and an outer door to prevent access to the lever which raises the inner door by means of gear and pinion.

Car Seal. No. 936,042 (see cut). Einar L. Sabey, Chicago. The seal is composed of a metal strap having a flat tongue formed at one end and folded wings at the other end, one wing locking the tongue and the other enclosing and protecting the engagement between the tongue and the locking wing, the strap having an upwardly projecting boss acting to lift the tongue into locking position when it is inserted within the enclosing wing.

Apparatus for Making Malt. No. 936,011 (see cut). George J. Meyer, Buffalo. Comprised in the malting apparatus are an upright rectangular malting chamber having perforated side inlet and outlet walls and perforated end walls and adapted to contain a body of grain, and means for causing a current of air to blow thru the chamber and body, the chamber having imperforate portions adjacent to the corners between its air outlet wall and its end walls.

Automatic Grain Weigher. No. 936,593 (see cut). Albert G. Yerik, Chicago. The weigher comprises a frame, a drum

mounted to rotate in the frame and having a plurality of pockets, a scale beam pivoted on the frame, means carried by the drum to engage the scale beam, a controller pivoted on the frame and adapted to be engaged successively by the scale beam engaging means, to regulate the rotation of the drum and means for varying the effect of the controller.

Car Seal. No. 935,898 (see cut). William B. Eicholtz, New Orleans. The seal comprises a casing having a slot at one end, a transversely arranged partition within the casing having an inwardly extending tongue punched therefrom, an obliquely arranged partition in the casing also having a tongue punched therefrom, both tongues extending in approximately the same direction, and a shackle having slotted ends, the slots engaging the tongues when the shackle is in locked position.

Grain Car Door. No. 937,630. (See cut.) John F. McGlenn, Harvey, N. D. The door consists of upper and lower sections, the upper section being of greater length than the width of the door opening and the lower section being hinged thereto and of lesser length than the door opening to permit the section to swing outwardly. To the sides of the door opening near the lower end thereof are secured plates having undercut openings, the openings being engaged by blocks having undercut lugs.

Grain Spout. No. 936,772 (see cut). Charles L. Gardner, Peoria, Ill. The combination with an elevator of a spout suitably sustained in an adjustable relation to the elevator, means for maintaining the spout in adjusted positions, these comprising a rack bar upon the spout provided with bearing flanges upon either side, a reach, the forward end of which has a pawl pivotally supported, its rear end supported in connection with the elevator and means connected with the pawl to facilitate the moving of it to cause engagement or disengagement of the pawl with the rack bar.

Dust Collector. No. 935,658 (see cut). Urban Joedicke, St. Louis. In this dust collector is comprised a casing in combination with a strainer composed of inner and outer open-work baskets spaced a suitable distance apart and depending from the inner walls of the casing, the walls of the baskets being formed of intersecting series of strips, a filling of hair between the baskets, foraminous sheets or linings secured to the intersecting strips, a receptacle secured respectively to the casing and to the lower terminals of the vertical series of strips of the outer basket, and means for drawing a current of dust laden

air into and out of the casing, and thru the strainer.

Alfaifa Shredder. No. 936,783 (see cut). Wesley B. Kraft, Milan, Kan. The machine comprises a casing having a feed opening and a discharge passage, a series of radial knives and foraminous plates arranged to form a curved ratchet-toothed wall between the opening and passage, a rotatable cylinder provided with outwardly projecting teeth adapted successively to pass the knives in close proximity to their inner edges, when the cylinder is rotated, means to force material to be shredded into the machine thru the feed opening and in the path of rotation of the teeth of the cylinder, and a conveyor for forcing shredded material passed thru the foraminous plates, toward the discharge passage.

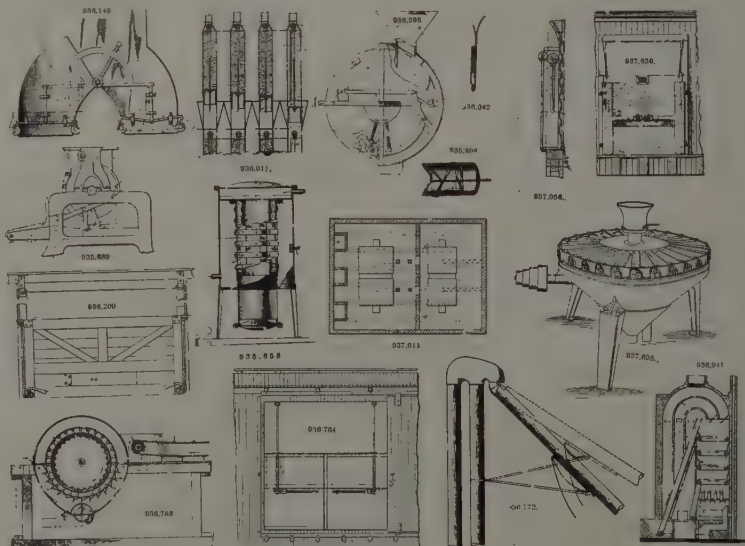
Malt Kiln. No. 936,947 (see cut). The malt kiln, designed for uninterrupted kiln-drying, comprises in combination a kiln divided into two parts: a kiln proper and a preliminary drying chamber, a feed chute arranged at the base of the kiln and in front of the drying chamber, hurdles consisting of a series of superposed traveling aprons arranged in the kiln proper, a drying hurdle consisting of an endless traveling apron formed of open material arranged in the drying chamber and adapted to convey the green malt from the feed chute to the hurdles of the kiln proper, means for dividing the heated air rising from the kiln proper into separate currents and conducting the currents thru the drying hurdle arranged in the drying chamber, and thru its layer of green malt, and means for regulating the temperatures and the absorptivity of the air currents.

Reparation Allowed.

Refund was ordered for equipping cars with grain doors, to Redman, Magee & Co.

Refunds of overcharges on grain and seed shipments have been ordered paid to E. G. Rall Grain Co., Chester Farmers Elevator Co., Ismert Hinckle Milling Co., Farber Seed Co., Pierce Elevator Co., Elliott & Myers and Aug. J. Bulte Milling Co.

Refunds of overcharges on grain shipments have been ordered paid to J. J. Jackson and A. Wasmuth & Sons Co. Nine Chicago grain receivers recently were awarded \$2 to \$16 reparation against the Illinois Central R. R. on shipments of grain from Iowa and Illinois points to Chicago.



Supply Trade

The Michigan Milk & Food Products Co., Elsie, Mich., is in the hands of a receiver.

Philip H. Lamb, at one time manager of the Philip Smith Company, has assumed the management of the Standard Clutch Mfg. Co., Sidney, O.

The Shellabarger Eltr. Co., Decatur, Ills., and the Central, Ills. Grain Co., Ashland, Ills., have adopted Kennedy car liners to protect their shipments.

B. S. Constant Co. of Bloomington, Ill., in sending us a change of copy for their ad., say that they would have done this before, but they have been too busy.

The Burrell Engineering & Construction Co., Chicago, is sending to customers, present and prospective, a unique blotter which is indestructible and will last forever.

The Hall Distributor Co. reports the sale of Hall Signaling Grain Distributors to Weller Mfg. Co., W. H. Caldwell & Son Co., Chicago; and Stephens-Adamson Mfg. Co., Aurora, Ills.

The St. Louis offices of the Huntley Mfg. Co. of Silver Creek, N. Y., in charge of S. J. McTiernan, southwestern representative, have been moved to No. 25 Chamber of Commerce Building.

In this Twentieth century we have all learned that a policy of getting all we can, and giving as little as possible in return, does not pay; that the way to get more is to give more, or sooner or later we get nothing for nothing.

Sprout, Waldron & Co. have opened an export office in New York, at No. 24 State street, with George J. Low in charge. All the foreign business of the company, which is steadily extending, will be handled from this office.

George H. Aldous of Oklahoma City, Okla., has become associated with The Wolf Co. of Chambersburg, Pa., and will have headquarters at Kansas City as assistant to J. W. Halstead, the southwestern representative of the company.

The Southwestern Mfg. Co. is successor to Chas. A. Tappan, who has been conducting a business at Oklahoma City for some time as a grain elevator designer and builder. This incorporation indicates the further development of this business.

Mr. Geo. J. Noth, the pushing salesman of the Barnard & Leas Mfg. Co., writes that his firm has perfected a grain drier by means of which "we can do more drying at closer range with less power, less space, at a comparatively smaller cost than heretofore, and our orders have been coming in fast from all parts of the world."

The Reliance Cons. Co. reports a good season so far this fall and say that they have sold dump controllers recently to the following: T. M. Blankenship, Paragon, Ind.; W. N. Claus Co., Sutherland, Ia.; Cannon, Haas & Metcalf, Granville, Ia.; A. B. Cohee, Cutler, Ind.; Farmers Co-op. Ass'n, Rockfield, Ind.; W. T. Freid, Beemer, Neb.; Farmers Eltr. Co., Garden City, Ia.; Fortville Mfg. Co., Fortville, Ind.; T. R. Gooding, Gooding, Idaho; Jenkins & Cohee, Lebanon, Ind.; W. P. Lewis, Hemerick, Ill.; Chas. E. Newell, Woodward, Ia.; P. H. Pelkey Const. Co., Byers, Tex.

The Philip Smith Mfg. Co. has sold more overhead dumps this year than in all previous years. The company has also been unable to build new style drags fast enough for the trade, but has now got a stock of them and can make immediate shipments.

Fairbanks, Morse & Co. have issued a new and very interesting catalogue on their small engines from 1 to 12 h. p. in which they describe in detail the principles of operation and construction of their gasoline engines, and is full of engineering suggestions stated in plain language for the benefit of the general public.

The Ellis Drier Co. reports an increasing number of inquiries for its cold air driers and conditioners. To operate a successful drier up to three months ago did not seem possible without a steam plant and a separate building in which to install the drier; but Mr. Ellis seems to have overcome these difficulties, and as this device fills a long felt want the demand for it is sure to increase.

J. F. Johnson, president of the Johnson & Field Mfg. Co., of Racine, Wis., was the victim of a serious accident at Springfield, Ill., during the state fair. When about to descend the stairs at the house in which he was rooming Mr. Johnson caught his foot in a hole in the carpet and fell to the bottom of the stairway. His knee cap was fractured, his head badly cut and bruised, and it is feared that he suffered internal injuries.

Sentence of six months in the house of correction was imposed upon Roy Keator, publisher of a weekly newspaper by Judge K. M. Landis in the United States district court on the charge of using the mails to defraud. He admitted misrepresenting his circulation, which was less than 1,000, boosting it to "100,000 readers," to advance his interests. Keator said he had started the paper in Grand Rapids, Mich., and finally mailed it out of Chicago. It was an agricultural journal. Circulation liars should take warning.

Fixing Up for Winter.

The wise elevator operator is he who takes time by the forelock and prepares for the emergencies of the future. In fact, in the grain business it is he who can come the nearest to determining what the future will bring who is the most successful.

Everyone knows the preserving qualities of paint and the advantages of painting in the fall, hence we will only suggest it. All know the advantages of gathering up all machinery, or appliances, which might be damaged by snow or rain. There is one bit of machinery, however, which we are apt to overlook, namely, a car puller—for use when the track is covered with ice and sleet, so that the railroad engine cannot get in to make a switch. As these machines are not expensive, when their advantages are considered, it is a wonder to us that every elevator is not already equipped with one of them.

Another device which is especially appreciated in the winter is the car loader. Many elevators are still depending upon the flexible spout for loading. But those who have used the mechanical rotary car loader are so strong in their praise that many are installing these devices, as they not only facilitate the loading, but also clean the grain so it will bring a better price

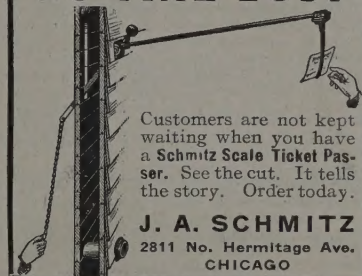
GRAIN TRIERS



20TH CENTURY BRASS & MFG. CO.
Minneapolis, Minnesota



NO TIME LOST



KENNEDY CAR LINERS

INSURE YOU

against losses and worries occasioned by leakage in transit.

COST NOMINAL

Made by

FRED W. KENNEDY
SHELBYVILLE, IND.

THE NEW ERA MAN LIFT



Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Supreme Court Decisions

Right to Examine Goods Sold by Samples.—A buyer in an executory contract of sale of goods by sample without express warranty has the right to a reasonable opportunity to inspect the goods within a reasonable time as a condition precedent to the passing of title.—*Wall Rice Milling Co. v. Continental Supply Co.* Supreme Court of Utah. 103 Pac. 242.

Restraint of Trade.—Under Const. Ala. 1901, § 103, authorizing the Legislature to provide for reasonable competition, one man may take over all of another man's customers, and thus control the business, if he does so as a result of competition within legal limits.—*Citizens' L. H. & P. Co. v. Montgomery L. & W. P. Co.* U. S. Circuit Court, Northern District of Alabama. 171 Fed. 553.

Claim Against Carrier.—That a shipper, suing a carrier for injury to or destruction of goods received for transportation, had presented a claim direct to the carrier in settlement of the controversy, with a view of reaching an amicable adjustment of the dispute, could not be shown as an admission of the extent of the loss.—*St. Louis & S. F. R. Co. v. Cash Grain Co.* Supreme Court of Alabama. 50 South. 81.

Construction of Schedules.—A Circuit Court of the United States has jurisdiction to determine in the first instance the indebtedness of a shipper to a railroad company for demurrage, under the rules adopted by the company and filed with the Interstate Commerce Commission, where it depends on the construction, and not on the reasonableness or unreasonableness, of

such rules, although the latter question is one primarily for the Commission.—*Hite v. Central R. of New Jersey.* U. S. Circuit Court of Appeals. 171 Fed. 370.

Kentucky Food Law Valid.—The Kentucky pure food law (Laws 1906, p. 282, c. 48), which requires articles of food sold in the state to be labeled to disclose their ingredients and authorizes the director of the agricultural experiment station to take samples from each package for analysis, is not unconstitutional, but is valid as an inspection law. Nor was it rendered invalid by the enactment of the national food and drugs act, which does not conflict with its provisions.—*Savage v. Scovell* U. S. Circuit Court, Eastern District of Kentucky. 171 Fed. 566.

Enjoining Railroad from Enforcing Unreasonable Rate.—A suit in a federal court to enjoin a railroad company from filing and enforcing an interstate rate alleged to be unreasonable, jurisdiction being invoked on the ground that a federal question is involved, can only be brought in the state in which the defendant is incorporated and the district of which it is an inhabitant, unless such objection is waived.—*Imperial Colliery Co. v. Chesapeake & O. Ry. Co.* Powhattan Coal & Coke Co. v. Norfolk & W. Ry. Co. U. S. Circuit Court, Southern District, West Virginia. 171 Fed. 589.

Time of Filing Telegrams.—Acts 1908, p. 72, c. 280, requires all telegraph companies doing business within the state to conspicuously show on each telegram delivered the time it was filed for transmission and the time it was received at the office of destination, and makes a violation punishable by fine recoverable at the instance of the state. Held, that telegraph companies may not shift the expense of complying with such provision to the sender of the message, and that it is therefore no defense to a prosecution for violating such act that the sender refuses to pay for the extra words necessary therefor.—*Postal-Telegraph Cable Co. v. State.* Court of Appeals of Maryland. 73 Atl. 679.

The "Don'ts."

Of hazardous conditions of elevator risks as seen by Geo. A. Wells, sec'y of the Western Grain Dealers Mutual Fire Ins. Ass'n are as follows:

Don't allow dead weeds and grass to remain about the premises.

Don't allow the doors and windows of your elevator or warehouse to remain open on railroad track side and permit sparks to enter.

Don't neglect to replace broken window lights in cupola windows.

Don't neglect to keep cobs and dust from accumulating on the premises.

Don't allow your shafting to get out of line and thus cause friction that may start a fire.

Don't neglect to oil your machinery and all bearings regularly.

Don't neglect to keep your elevator free from accumulation of dust and dirt that may cause spontaneous combustion and thus start a fire.

Don't neglect to keep the engine room well cleaned and clear of all combustible matter.

Don't neglect to keep oily waste in a safe receptacle.

Don't neglect to see that your heating stove is safely installed with protection to the floor beneath and around the stove pipe.

Don't use wooden spit boxes filled with sawdust.

Don't under any circumstances allow smoking in the elevator.

Don't use open lights in the elevator.

Don't use glass lamps about the premises. Use only tin lamps and good lanterns.

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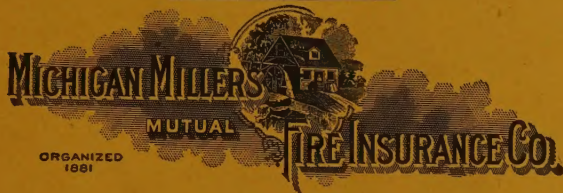
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